



Planning, Preservation  
& Urban Design Division

City Planning &  
Development Department

Kansas City, Missouri

# **SJ** ST. JOHN CORRIDOR

INFRASTRUCTURE & LAND USE PLAN



Adopted March 31, 2005

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# St. John Corridor Vision

*St. John Corridor will be easily recognized for its historic charm, attractive streetscapes, and “small-community” experience. The Corridor will be active, safe, pedestrian friendly, served by abundant recreational open space, and include a variety of transportation options. A mixture of quality housing choices will be provided in the Corridor, in addition to neighborhood oriented mixed-use centers that celebrate the area’s multicultural diversity and provide access to desirable goods and services.*





# executive SUMMARY

## Introduction

Attractive homes, active community groups, employment opportunities, and a sizeable mix of retail shopping, office, and commercial businesses are some of the attributes that contributed to the character of the St. John Corridor through the 1950s. Since then major employers have left and the mix of neighborhood businesses has diminished, but residents remained optimistic about the area's future. They believe the Corridor can be revitalized into a viable, diverse, and integrated community that capitalizes on its growing multicultural diversity. Residents look forward to working with others to make their vision a reality. The ***St. John Corridor Infrastructure and Land Use Plan***, hereafter referred to as the ***St. John Corridor Plan***, expresses the community's vision for the Corridor.

## Boundaries

The St. John Corridor spans St. John Avenue from Gladstone Boulevard on the west to Belmont Boulevard on the east. It provides a unique east-west connection in Kansas City's Old Northeast linking the Indian Mound and

Scarritt Renaissance neighborhoods to nearby amenities, such as Gladstone Boulevard, the Kansas City Museum, Budd Park, and Holy Cross Church.

## Purpose and Goals

The ***St. John Corridor Plan*** provides the framework for improving infrastructure and identifying preferred land uses along the Avenue according to the community's vision. The Plan is intended to:

- Establish a long-range land use and development concept that identifies high priority investment areas;
- Provide an infrastructure and urban design concept that enhances the Corridor's physical appearance and increases connections between adjacent uses and activities;
- Guide and prioritize infrastructure decisions and projects;
- Create policies and outline actions steps that target investment and enhance both new and existing development opportunities; and,
- Serve as the mechanism for community empowerment through the establishment of the *St. John Corridor Planning & Development Committee*.



*Single-family home in the Scarritt Neighborhood*



*Holy Cross Church*





## Priority Issues

As a part of the Planning Process, the community indicated that improving the issues below was important to meeting the overall vision for the Corridor.

- Identity & Appearance
- Transportation
- Land Use & Zoning
- Housing
- Infrastructure
- Economic Development
- Public Safety

## Key Recommendations

See the color pages that follow which illustrate the points below:

- **Future Land Use and Development Concept:** The *Land Use and Development Illustration* depicts the general layout of targeted future land uses that would best help the Corridor maintain and enhance its “small town” feel. Specifically, it depicts three Neighborhood Centers that will provide a mix of residential and smaller scale commercial, office, and/or institutional uses that will give the Corridor its own identity and will set it apart from regional commercial Corridor’s like Independence Avenue.

- **Urban Design Concept:** The St. John Corridor community desires to encourage area redevelopment activity that both compliments existing development and is reminiscent of the area’s historic development pattern. In order to accomplish these goals, the ***St. John Corridor Plan*** combines the future land use and development concept with a range of urban design elements and design guidelines. Together these items set the general parameters to be recommended when planning, designing and evaluating future Corridor improvements, particularly at designated Neighborhood Centers and Gateways.
- **Infrastructure:** Because the resources necessary to fund Corridor-wide infrastructure improvements are limited, the ***St. John Corridor Plan*** recommends a targeted approach that will establish a sense of immediate progress and community accomplishment. During the planning process, community residents indicated that priority investment in the Corridor should occur along St. John Avenue at Hardesty and Elmwood Avenues. Residents also suggested that improvements begin near the center of the Corridor, for example, at Budd Park, and move west toward Gladstone Boulevard and east toward Belmont Boulevard.







# St. John Corridor: *Priority Issues (as established by the community)*



## Identity & Appearance

- Establish a unique identity and a positive image
- Enhance property maintenance and code enforcement
- Create urban design guidelines to define development expectations
- Recognize and promote the historic character of the area

## Transportation

- Enhance street and streetscape repair and maintenance
- Implement traffic calming and pedestrian safety measures
- Provide adequate parking while being sensitive to impacts upon residential areas
- Provide a variety of transportation choices



## Economic Development

- Enhance multicultural opportunities and understanding
- Establish and promote business development expectations
- Target financial incentives strategically
- Ensure sensitive and compatible design of infill development
- Market the Corridor



## Housing

- Provide a variety of housing opportunities
- Renovate and rehabilitate the existing housing stock
- Infill and redevelop deteriorated structures and vacant lots



## Infrastructure

- Make basic infrastructure improvements a priority
- Provide maintenance for infrastructure
- Coordinate improvements throughout the Corridor



## Land Use & Zoning

- Ensure sensitivity and compatibility with residential areas
- Create pedestrian friendly, mixed-use centers
- Plan for compatible land uses consistent with the historic development pattern
- Provide gateways to the Corridor and cluster neighborhood services in nodes



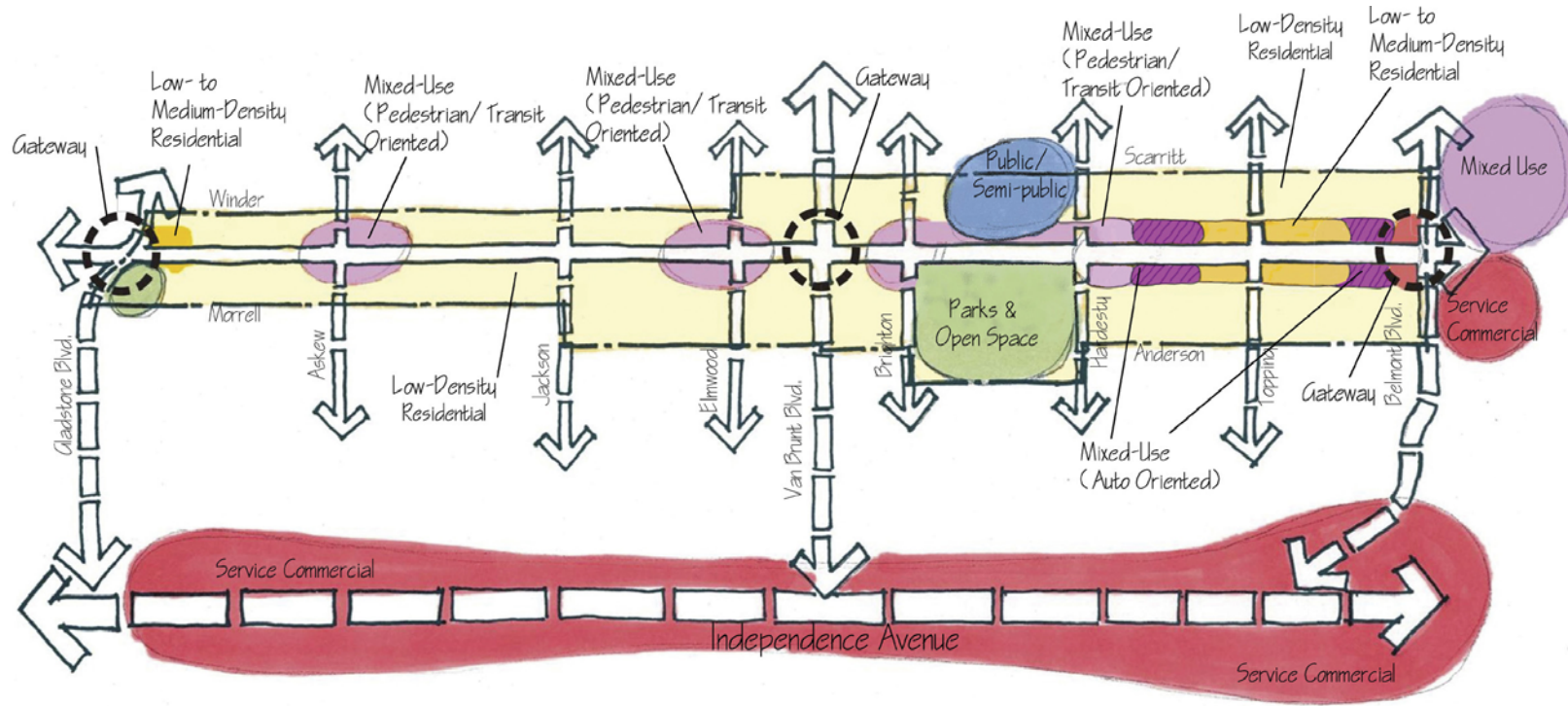
## Public Safety

- Promote Safe-City initiatives
- Improve the real & perceived public safety of Budd Park
- Reduce vehicle speeds and increase pedestrian safety





## St. John Corridor Vision: Future Land Use & Development Illustration (1 of 2)



**Mixed Use (Pedestrian/Transit Oriented):** This category promotes a mixture of neighborhood scale retail commercial, office, and low-to-medium density residential uses intermixed through compatible site planning and building design. A variety of these land uses should be comingled at specific locations to promote diversity and a successful pedestrian environment. Buildings may include one or more uses mixed within the same structure (either horizontally or vertically). Non-residential uses are limited to compact, pedestrian/transit-oriented shopping, services, office, institutional, and limited entertainment uses. All non-residential uses should be designed in accordance with the Corridor Design Guidelines so as to support and be compatible with nearby residential uses.



**Mixed Use (Automotive Oriented):** This category supports a mixture of residential and nonresidential uses consistent with Pedestrian/Transit Oriented Mixed Use zones, with the addition of limited auto-related services. Such auto-related businesses are allowed in only limited locations on a block through compatible site planning and building designs that respect the physical form of the neighborhood and the pedestrian environment. Auto related uses should have extensively screened parking lots and well-landscaped open spaces to limit the visual impact of the automobile, and should be designed in accordance with the Corridor Design Guidelines.



**Service Commercial:** This category is more automotive-oriented in nature, and includes retail and service activities such as retail sales and services, drive-through and sit-down restaurants, office uses, repair shops, convenience stores and other general business services.

### Land Use Category Summaries:



**Park/Open Space:** Active and passive public parks and open spaces with public access and any other lands reserved for permanent open space purposes.



**Public/Semi-public:** This category includes all public, semi-public and institutional uses, including schools, libraries, churches, religious organizations, civic organizations, post offices, hospitals, and police/fire stations.



**Low-Density Residential (0-7 units per acre):** This category primarily consists of single-family residential uses, as well as a limited amount of attached single-family and single-family cluster subdivisions as part of a planned development.













**Low-to Medium-Density Residential (7-15 units per acre):** Primarily for accommodating a mix of single-family, attached single-family, two-family, and multifamily residential housing. Public uses and accessory uses such as detached garages that are complementary and subordinate to residential uses are allowed.





# St. John Corridor Vision: *Future Land Use & Development Illustration (2 of 2)*

## Land Use Category Summaries:

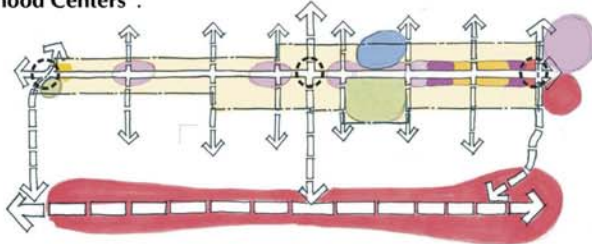
		Low-Density Residential		
Parks and Open Space	Public / Semi-public	Low-to Medium-Density Residential		
				
Parks and Public Spaces	Religious Institutions	Single-Family Residential	Two-family / Attached Single-Family	Townhouse
Mixed Use – (Pedestrian / Transit Oriented)				
Mixed Use – (Automotive Oriented)				
				
Apartments / Condos	Mixed Use – Retail/Office/Residential	Retail and General Business Services	Pedestrian Friendly Retail with Limited Drive-Thru Services and Screened Parking	Auto-Oriented Retail with Drive-Thru Service





# St. John Corridor Vision: *Urban Design Concept*

The St. John Corridor Plan identifies urban design elements to be concentrated in highly visible, centrally located improvements at “Gateways” and mixed-use “Neighborhood Centers”.



“Gateways” identify a major point of arrival and form the first impression of the Corridor. Gateway features identify the Corridor as unique and serve as “beacons” to attract the community to special amenities and activities along St. John Avenue, as well as to attract new investment in the area. These entrances to the Corridor are located at the St. John Avenue intersections with Benton Boulevard, Van Brunt Boulevard, and Belmont Boulevard.

“Neighborhood Centers” provide limited neighborhood-oriented services to nearby residents and also enhance the visual image of the Corridor. The “neighborhood” services envisioned for the St. John Corridor are expected to compliment the larger-scale regional businesses along Independence Avenue. Three mixed-use neighborhood centers are identified in the Corridor along St. John Avenue, at the intersections of Askew Avenue, Elmwood Avenue, and the area around Budd Park.



The conceptual illustration above identifies multifamily infill and improvements at a mixed-use Neighborhood Center along St. John Avenue. The illustration identifies how the Corridor Plan Urban Design elements could be implemented.



## Street Trees

- Use street trees to provide a buffer between pedestrian and vehicular spaces and to provide shade.



## Site Furniture

- Install furniture to enhance the pedestrian environment, particularly in pedestrian zones such as bus stops and gathering spaces



## Special Paving

- Use decorative paving to visually enhance the area and to identify pedestrian crossing space for increased safety.



## Monuments

- Use monuments to identify areas of historic significance, as a gateway feature, or as public art.



## Banners

- Use banners for identification and to highlight special events, seasons, and cultural heritage.



## Pedestrian Lighting

- Install pedestrian lighting to increase visibility and to improve the visual character.



## Public Art

- Install public art to highlight the community’s cultural diversity and to provide focal points in the Corridor.

# INTRODUCTION

## Purpose of the Plan

Planning is the process by which a community assesses what it is and what it wants to become, and then decides how it can make that happen. In Kansas City, Missouri the **FOCUS Kansas City Plan** (adopted in 1997 by Ref. No. 971268) is the City's strategic and comprehensive plan. It is the adopted policy guide for all land use and zoning decisions within the city.

In conjunction with the **FOCUS Kansas City Plan**, other more detailed plans, such as the City's adopted Area Plans and Corridor Plans, make detailed "area specific" recommendations. They serve as guidelines for how development should be occurring in particular areas of the City.

The **St. John Corridor Infrastructure and Land Use Plan** articulates the community's vision of a viable, integrated, mixed-use neighborhood. The plan outlines strategies for land use, public infrastructure and

amenities, private development, and public-private partnerships created to achieve the community's vision for the Corridor.

The **St. John Corridor Infrastructure and Land Use Plan** will:

- Serve as the "plan of record" for the study area.
- Guide infrastructure decisions.
- Support and intensify a unique character of development.
- Provide well reasoned community-based justification for an approach to Corridor development and preservation of the Corridor's historic character.
- Provide an urban design concept that will enhance the physical appearance of the Corridor, spur private reinvestment in the area, and bring about a greater sense of "identity."
- Establish a long-range land use strategy and development principles that complement the urban design concept for the Corridor.
- Promote citywide initiatives established in the **FOCUS Kansas City Plan**.
- Identify high priority investment areas.
- Outline steps and strategies for plan implementation.



*Planning is the process by which a community assesses what it is and what it wants to become, and then decides how it can make that happen.*





# INTRODUCTION

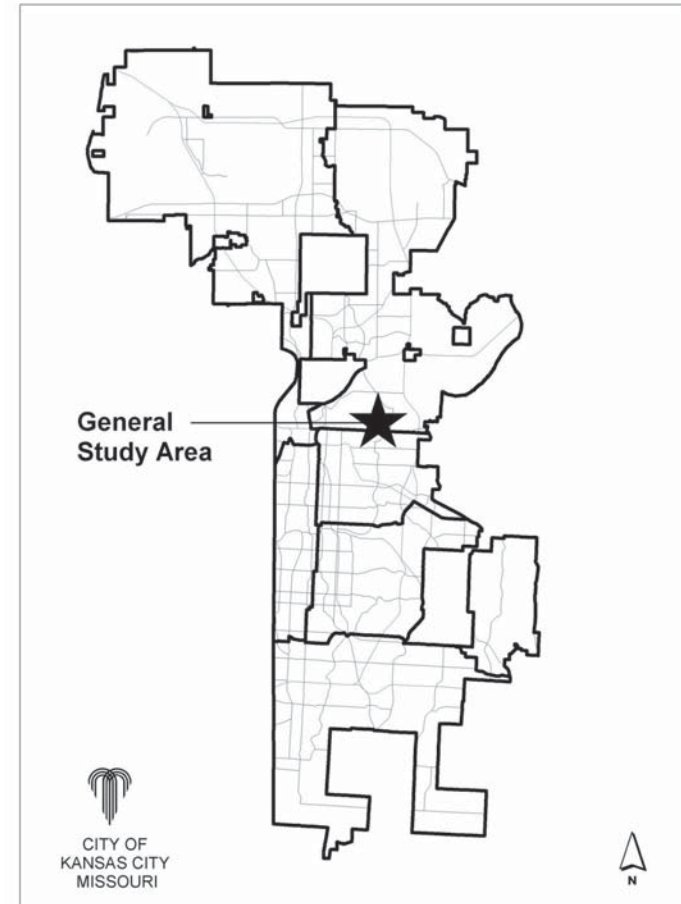
## Planning Area

The St. John Corridor is part of that portion of the City of Kansas City, Missouri generally located northeast of the Downtown Loop and referred to as the “Old Northeast.” Within this area, St. John Avenue provides the central, east-west connection between the Scarritt Renaissance and Indian Mound Neighborhoods. It also serves as the link between the neighborhoods and their thriving businesses.

St. John Avenue is a unique corridor within the City. The Corridor includes many turn of the century homes, clustered businesses, historic amenities, and signature parks.

The St. John Corridor is generally defined as those blocks immediately abutting the nearly two mile stretch of St. John Avenue between:

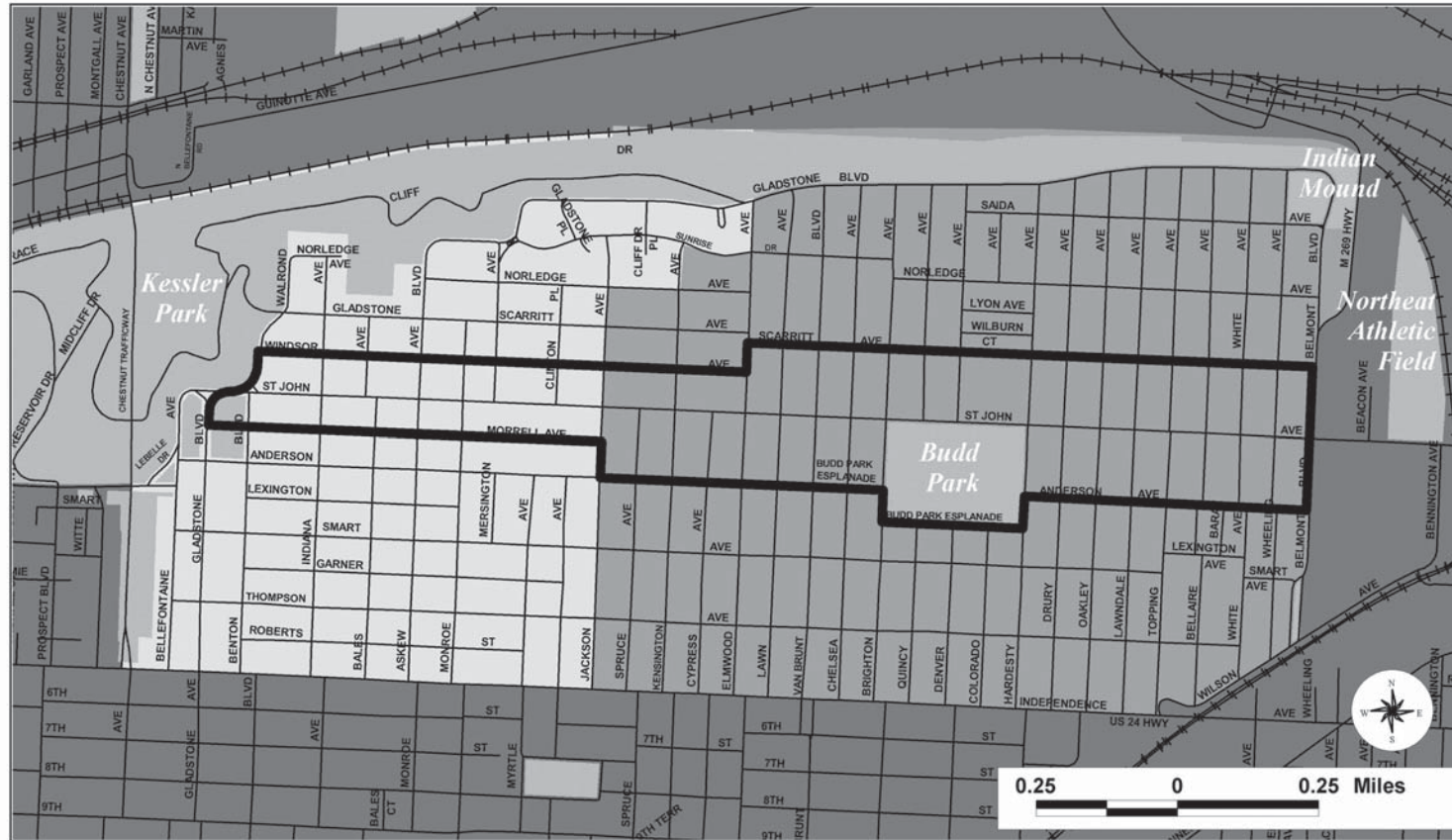
- Gladstone Boulevard to the west;
- Belmont Boulevard to the east;
- Windsor and Scarritt Avenues to the north; and
- Morrell and Anderson Avenues to the south.



*Citywide Context*



## St. John Corridor Planning Area



### MAP LEGEND

- |   |                      |   |                                   |
|---|----------------------|---|-----------------------------------|
|  | Streets              |  | Indian Mound Neighborhood         |
|  | Highway Construction |  | Scarritt Renaissance Neighborhood |
|  | Railroads            |  | Parks                             |
|  | Corridor Boundary    |   |                                   |



*Residents and staff sharing ideas*



# INTRODUCTION

## Process

A plan is only as good as the importance a community places upon it. The planning process for the ***St. John Corridor Land Use Plan*** drew from the feedback received from stakeholders most familiar with St. John Avenue and its surrounds, as well as those with a vested interest in the revitalization of St. John Avenue – the people who live, invest, work, shop, and play in the Corridor. The three primary components in the planning process are summarized below:

- A Corridor Inventory;
- Community Workshops; and
- Plan Development and Adoption.

## CORRIDOR INVENTORY

A preliminary investigation and inventory of the Corridor was undertaken. The results formed a compilation of background data and information summarized in a separate document entitled the ***St. John Corridor Data Book***. This supplemental resource includes demographics, neighborhood assessments, existing land use, existing zoning, summaries of existing planning documents, infrastructure, and utility conditions. The Data Book was used by participants throughout the planning process and improved

their awareness and understanding of the Corridor. It also allowed them to shape informed policy recommendations.

## COMMUNITY WORKSHOPS

Input from community workshops held throughout the planning process is the basis for much of the foundation and direction of the ***St. John Corridor Plan***.

## PLAN DEVELOPMENT & ADOPTION

During the planning process, participants used the ***St. John Corridor Data Book*** and their personal experience to:

- develop a common vision for the Corridor;
- identify and prioritize critical issues; and
- identify preferred solutions.

Among the important issues addressed during the planning process were:

- Future Land Use;
- Urban Design Principles;
- Development Concepts;
- Infrastructure Improvements; and
- Implementation Strategies and Actions.

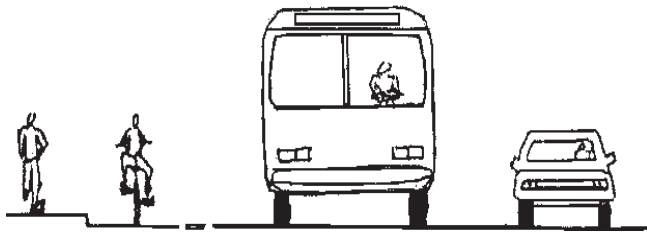
The ***St. John Corridor Plan*** is the result of this effort and will serve as the policy document for the area.

# POLICY and action steps

## Corridor Planning Topics and Issues

Participants in the St. John Corridor planning process identified the following Topics to be addressed in the Plan:

- Identity & Appearance
- Transportation
- Land Use & Zoning
- Housing
- Infrastructure
- Economic Development
- Safety



Each Topic is further divided into a variety of planning Issues, and is outlined in this book as follows:

- **Context** – Factual background information about the issue.
- **Community Input** – A summary of comments and concerns expressed by the public during the planning process.
- **Policy** – A guiding strategy for a prudent course of action based upon the “context” and “community input”.
- **Action Steps** – Specific courses of action to achieve the Policy, including the group(s) responsible for implementation.
- **Relationship to other City Plans** – Policies from the *FOCUS Kansas City Plan* are provided for various Planning Issue Action Steps to identify consistency with the City’s Strategic & Comprehensive Plan.



*The St. John Corridor will be easily recognized for its multicultural diversity, historic charm, attractive, pedestrian friendly streetscapes, and “small community” experience.*

– St. John Corridor Vision





# POLICY and action steps

## Implementation Committees

In order to achieve the *St. John Corridor Infrastructure and Land Use Plan* policies and vision for the Corridor, community leaders and Northeast area organizations and agencies should become actively engaged in implementing the Plan's **Action Steps**. Although the City will be a partner in this effort, the process must be initiated and sustained by community leaders and Northeast area organizations and agencies. Initially, it is recommended that the citizen leadership group, hereafter referred to as the “**St. John Corridor Planning and Development Committee**,” will guide and coordinate the implementation effort. This Committee would be formed following the City Council's adoption of the Plan. Citizens and community leaders from the St. John Corridor should take the lead in forming this Committee and in determining the framework for how it functions.

In order to achieve the variety of tasks identified within the Plan's **Action Steps**, it is further recommended that citizen sub-committees be formed. The sub-committees may be organized as St. John Corridor-specific committees under the umbrella of existing Northeast area organizations such as the Neighborhood Associations, the Northeast Chamber of Commerce, the Historic Northeast Restoration Corporation, and the Hispanic Economic Development Corporation. They could also operate as independent groups if their activities cannot be coordinated under the structure of existing organizations and agencies.



*Attractive residential character is one of the corridor's strengths.*

The following St. John Corridor sub-committees are recommended for implementing the **Corridor Plan**. When formed, the name of the various sub-committees may differ from those suggested, particularly if the committees function under the leadership of an existing Northeast area organization. However, it is the intent of such sub-committees to retain a direct focus upon the St. John Corridor.

- **Beautification Sub-Committee** (identity, appearance, design, and maintenance)
- **Improvement Financing Sub-Committee** (target financing, funding and budgeting)
- **Transportation Sub-Committee** (streets, parking, pedestrian walkability and alternative transportation)
- **Housing Sub-Committee** (residential rehabilitation, historic preservation, redevelopment and infill)
- **Marketing Sub-Committee** (promotion, public awareness and education)
- **Safe City Sub-Committee** (crime mitigation and prevention)
- **Corridor Business Association** (economic development, small business programs and services)





# POLICY and action steps

## TOPIC: IDENTITY AND APPEARANCE

A significant issue for the participants in the planning process was the loss of the Corridor's historic identity as a unique community within the Old Northeast. A goal of this Plan is for the Corridor to regain its identity as an attractive area with easily identifiable edges, distinct mixed-use centers, and design consistency and compatibility throughout the project area. As part of the Identity and Appearance discussion, participants emphasized the following planning issues:

- Unique Identity and Positive Image
- Property Maintenance and Code Enforcement
- Urban Design Guidelines and Development Review
- Historic Preservation

## Issue: Unique Identity and Positive Image

### CONTEXT

- Much of St. John Corridor's image is created by the character of its historic residential and commercial structures.
- Public amenities including Budd Park and Kessler Park provide high-quality gathering and recreation spots that create a positive first impression.

### COMMUNITY INPUT

- Area residents and business owners cited lack of identity and a negative overall appearance as detracting from quality of life and the vitality of the Corridor.
- Participants felt St. John Avenue should reestablish a unique and easily recognizable identity built around the character of historic development patterns.
- Participants indicated the desire for the Corridor to be identified as an attractive, active, historic, and high-quality neighborhood.
- Participants felt it was important to create Gateways with features that create a "sense of arrival" into the Corridor, and to identify edges to visually separate the area from negative outside influences.



## **POLICY**

Gateways and Neighborhood Centers within the Corridor should be highlighted with special identifying features such as pedestrian lights, benches, landscaping and other amenities which help promote a positive Corridor image and create a “sense of arrival”.

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee will form a Beautification Sub-Committee. This Sub-Committee will work with urban design professionals to identify themes that define the character within each activity center, as well a design theme for the overall Corridor.
  - The *FOCUS Quality Places Building Block* advocates creating streetscape elements and standards that make an area unique, create an identity, and recall historic and traditional Corridor elements.
2. The Beautification Sub-Committee will work with local artists, the City Planning and Development Department, the Board of Parks and Recreation Commissioners, the Department of Public Works, and other local regulatory agencies to design Gateway improvements.
3. The Beautification Sub-Committee will work with the City to design and develop mixed-use Neighborhood Centers, Gateways, and entry markers.



## **POLICY**

Improvements at Gateways and mixed-use Neighborhood Centers are intended to be a catalyst for developing a “sense of place.”

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee will form an Improvement Financing Sub-Committee to pursue funding for the design and construction of neighborhood improvements and the implementation of the design themes.



# POLICY and action steps

## Issue: Property Maintenance and Code Enforcement

### CONTEXT

- Vandalism and littering detract from the Corridor's image and appearance.
- Unscreened storage, "junk cars", trash, and neglected private properties are among several negative images in the Corridor.

### COMMUNITY INPUT

- Participants identified numerous properties on St. John Avenue as "rundown", lacking maintenance, and visually detracting from the Corridor's "sense of place".
- Participants felt the general lack of property maintenance by some property owners provided disincentive for other homeowners and investors to maintain abutting or nearby properties.
- Participants felt much of the private property maintenance problem was related to absentee land owners, and a general lack of understanding of private property owner responsibilities, particularly in immigrant populations.
- Participants supported alternative housing options as a potential solution for senior residents who are not able to maintain their properties due to limited financial and physical capacity.

### POLICY

Aggressive actions are encouraged to be taken to improve the appearance of the Corridor by cleaning up litter, as well as repairing or rehabilitating vandalized, dilapidated, and deteriorated properties, especially those visible from St. John Avenue.



## Action Steps

1. The Beautification Sub-Committee will establish partnerships with Keep Kansas City Beautiful and Bridging the Gap in order to help business owners participate in the Adopt-A-Block Program.
2. The Beautification Sub-Committee will work with the City 's Department of Codes Administration to create strategies for the removal of blighting influences and to increase property maintenance in the Corridor.
  - The **FOCUS Neighborhood Prototypes Plan** calls for aggressive enforcement of property maintenance codes to ensure dilapidated properties are rehabilitated, redeveloped or condemned to minimize impact on the surrounding neighborhood and the Corridor as a whole.
  - The **FOCUS Neighborhood Livability Building Block** promotes improved housing conditions through partnerships with the City to aggressive enforce building and maintenance codes.
3. The Beautification Sub-Committee will work with the Scarritt Renaissance and Indian Mound neighborhoods to create strategies to remove graffiti and mitigate other signs of vandalism, such as broken street lights and windows or damaged signs, in the Corridor.
4. The Beautification Sub-Committee will work with the City to ensure periodic inspection of rental properties and to educate absentee owners about maintenance responsibilities.
  - The **FOCUS Neighborhood Prototypes Plan** encourages partnership with the City to implement a rental property registration and inspection program to require absentee owners to maintain rental properties in the Corridor.

## POLICY

Opportunities to proactively rehabilitate and update buildings before they become dilapidated are encouraged to be identified and pursued.

## Action Steps

1. The Beautification Sub-Committee and the Corridor Business Association will work with the City Planning and Development Department to include the area in the City's Facade Rebate Program.
2. The Beautification Sub-Committee will work to develop a program for funding of residential building improvements and facade enhancements.
3. St. John Corridor Planning & Development Committee will form a Housing Sub-Committee that will establish partnerships to provide assistance to senior residents who need help with their home maintenance and repairs.
4. The Housing Sub-Committee will work to develop a program to educate first time homeowners and small business owners about the basics of property maintenance and upkeep.



*Facade improvements were stressed by plan participants.*



# POLICY and action steps

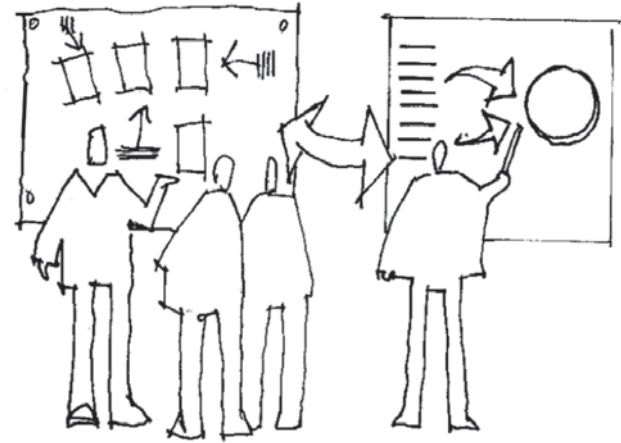
## Issue: Urban Design Guidelines and Development Review

### CONTEXT

- Much of the newer infill development in the Corridor conflicts with the character and historical pattern of development in the area.
- Nearly all properties in the Corridor have “open zoning.” Such zoning classifications allow any permitted use within the zoning district to be developed without public review or regard for adopted plans and policies.

### COMMUNITY INPUT

- Participants felt development parameters should be followed in order to visually unify the Corridor.
- Participants supported a development review process to ensure the intent of urban design guidelines is met and that new development positively contributes to the Corridor.
- Participants supported changing the existing open zoning classifications to prevent uses from being developed without public review or regard for adopted plans and policies.
- Participants felt that review of new development should focus not only on use, but also on design quality and compatibility with the Corridor’s character.

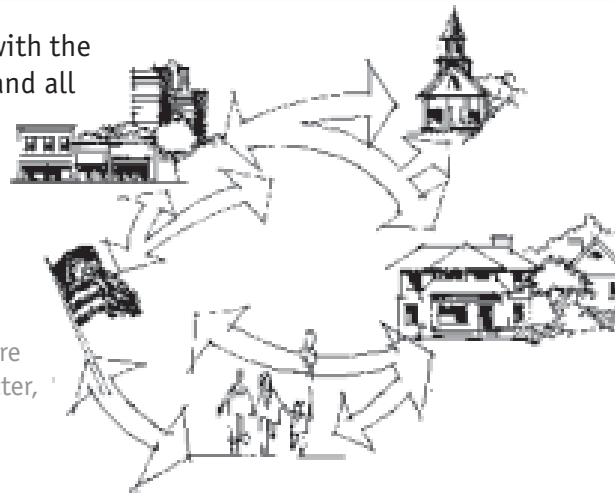


## **POLICY**

The St. John Corridor Urban Design Guidelines are intended to be used to review and evaluate all proposed development to ensure the projects compliment and support the historic character of the Corridor.

### ***Action Steps***

1. The Beautification Sub-Committee will work with the City Planning and Development Department and all development review bodies to evaluate proposed development based on identified themes and ensure it contributes to the identified desired image of the Corridor.
  - The ***FOCUS Neighborhood Prototypes Plan*** advocates the use of urban design guidelines and other implementation mechanisms to ensure new development is integrated with the character, scale and style of the Corridor's traditional neighborhood character.
  - The ***FOCUS Quality Places Building Block*** calls for use of urban design guidelines to create unique and quality development within the Corridor.





*Historic Kansas City Museum*



# POLICY and action steps

## Issue: Historic Preservation

### CONTEXT

- Much of St. John Corridor's positive image is created by the character of historic residential and non-residential structures – most of which were built prior to 1940.
- Budd Park and Kessler Park (formerly North Terrace Park) are among the City's oldest public spaces.
- Much of the new infill development in the Corridor conflicts with the traditional development pattern and characteristics.

### COMMUNITY INPUT

- Preservation of the historic character of the Corridor was identified as a top priority.
- Participants identified historic structures as one of the area's defining assets.
- Participants selected maintenance and enhancement of historic structures as a critical priority.
- Participants supported "adaptive reuse" (the renovation of a building for a use other than the one for which it was originally constructed) of historic structures when they could not be rehabilitated to their original use.

### POLICY

All new projects shall be designed and developed in a manner that maintains and strengthens the historic character of the Corridor.

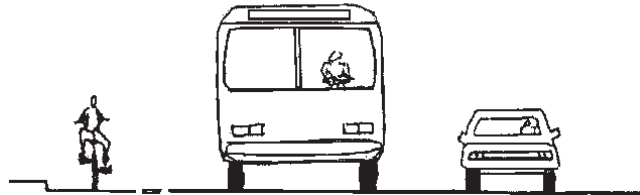
### ***Action Steps***

1. The Housing Sub-Committee will work with the Kansas City Landmarks Commission and its staff to develop preservation incentive "tool kits" for individuals interested in rehabilitation or renovation of historic structures.
2. The Housing Sub-Committee will work with the Kansas City Landmarks Commission and its staff to educate building owners about rehabilitation and adaptive reuse of historic buildings.
  - The ***FOCUS Urban Core Plan*** promotes preservation and adaptive reuse of historically desirable buildings and amenities throughout the Corridor.

# TOPIC: TRANSPORTATION

St. John Avenue is the central connection through the Scarritt Renaissance and Indian Mound neighborhoods and is the primary means of access to many businesses and residences. Planning participants indicated that transit within the Corridor is a significant asset. Challenges along St. John Avenue which detract from the area's "sense of place" include motor vehicle speeding, a perception that parking is limited, the lack of street maintenance, and limited pedestrian walkability. As part of discussions related to transportation, participants called attention to the following issues:

- Street Repair and Maintenance
- Traffic Calming and Pedestrian Safety
- Parking
- Multimodal Transportation



## Issue: Street Repair and Maintenance

### CONTEXT

- Approximately 50% of the curbs are deteriorated or inadequate and are in need of replacement.
- Many of the sidewalks are buckled, deteriorated, or missing.
- The Department of Public Works resurfaced St. John Avenue from Hardesty to Belmont Avenues during the summer of 2004. Additional resurfacing will depend upon Public Works' review of the Avenue's existing pavement conditions.

### COMMUNITY INPUT

- Participants identified maintenance of St. John Avenue as a primary concern of the community.
- Participants identified the need to repair and maintain the paved surface of St. John Avenue, as well as improvements to street curbs and storm sewer inlets in the area in order to support revitalization.





# POLICY and action steps

## POLICY

The improvement and maintenance of St. John Avenue basic transportation related infrastructure, curbs, sidewalks, and streetscape amenities shall be a top priority for revitalizing the Corridor.

## ***Action Steps***

1. The St. John Corridor Planning & Development Committee will form a Transportation Sub-Committee that will work with the Department of Public Works to identify, recommend, and prioritize necessary improvements for St. John Avenue infrastructure and streetscape amenities, and to ensure such improvements are coordinated.
  - The ***FOCUS Competitive Economy Building Block*** promotes major public investments in infrastructure and other Corridor amenities as a catalyst to private investment and economic development.
  - The ***FOCUS Connecting Corridors Building Block*** calls for development of design plans that coordinate public and private improvements throughout the Corridor.
2. The Transportation Sub-Committee will work with the City, Corridor institutions, property owners, residents, and businesses to establish public and private partnerships to maintain infrastructure and streetscape amenities.
  - The ***FOCUS Neighborhood Livability Building Block*** advocates healthy neighborhoods through provision and maintenance of basic utilities and infrastructure needs.



*An attractive, well-maintained streetscape lends itself to a user-friendly multi-modal environment.*



## Issue: Traffic Calming and Pedestrian Safety

### CONTEXT

- Although St. John Avenue functions like a collector street, it is a designated “secondary arterial” roadway on the **Major Street Plan** which limits options for installing improvements that would slow traffic.
- Few traffic calming measures have been used in the Corridor. The current street design of St. John Avenue accommodates vehicular travel at higher speeds since there are few traffic calming “obstructions” to slow traffic.

### COMMUNITY INPUT

- Participants identified speeding as a primary traffic concern.
- Participants supported the use of various traffic calming techniques such as roundabouts to slow vehicular traffic.
- Participants identified improved pedestrian crossings as a way to calm traffic, and to improve pedestrian safety and visibility.
- Participants perceived much of the Corridor as unsafe for pedestrians, particularly for seniors and children.

### POLICY

Traffic calming techniques, such as signage, pavement treatments and roundabouts, which encourage safety by raising the awareness of motorists to bicyclists and pedestrians, shall be implemented within the Corridor.



*Articulated crosswalks serve as both a traffic calming feature and a pedestrian enhancement.*



# POLICY and action steps

## ***Action Steps***

1. The Transportation Sub-Committee will work with Public Works to determine whether or not the classification of St. John Avenue as a “secondary” arterial roadway on the ***Major Street Plan*** should be changed to a collector in order to provide greater opportunity for traffic calming.
2. The Transportation Sub-Committee will work with the Department of Public Works to further evaluate vehicular traffic conditions in the Corridor and determine which street and traffic calming improvements are appropriate based on existing and projected traffic volumes, accident data, turning movements and other relevant data.
  - The ***FOCUS Physical Framework Plan*** stresses improved intersection design and incorporation of traffic calming measures as a means of increasing pedestrian safety and decreasing conflicts with vehicular traffic.
3. The Transportation and Beautification Sub-Committees will work with the Department of Public Works and the Department of City Planning & Development to ensure that improvements at mixed-use Neighborhood Center intersections increase pedestrian safety.
  - The ***FOCUS Moving About the City Building Block*** calls for St. John Avenue improvements to help accommodate increased comfort and safety for pedestrians.
4. The Transportation Sub-Committee will work with the Department of Public Works, the Police Department and the Fire Department to ensure traffic calming measures are designed so as not to hamper emergency vehicle access.



## Issue: Parking

### CONTEXT

- On-street parking is available throughout the Corridor, and with a few exceptions, is underutilized.
- Currently, residential and event driven religious uses create the highest parking demand.

### COMMUNITY INPUT

- Participants identified the need for adequate parking for residential and non-residential development to support a viable mix of uses in the corridor.
- Participants called for parking solutions that minimize conflicts between residential and commercial uses.
- Participants desired to maintain on-street parking as the primary parking solution.
- Participants supported “new” off-street parking only when incorporating principles of good design to ensure the parking does not visually impact or physically segment the Corridor.

### POLICY

Parking shall be designed to accommodate the needs within the Corridor while being sensitive to adjoining development and the character of the area.

### *Action Steps*

1. The Transportation Sub-Committee will work with the Department of City Planning & Development, businesses, and area property owners to identify parking needs and opportunities in the Corridor.
2. The Transportation Sub-Committee will identify alternatives for shared off-street parking in the mixed-use Neighborhood Centers and work to develop concepts for the development of shared parking areas.
3. The Transportation Sub-Committee will work with the Improvement Financing Sub-Committee and business community to acquire preferred locations for shared off-street parking areas, design parking improvements, and fund the construction of these parking areas.





# POLICY and action steps

## Issue: Multimodal Transportation

### CONTEXT

- St. John Corridor is directly served by two KCATA transit routes, the Northeast Route (#30) and the Cleveland Route (#121), providing service west to Downtown and south to Midtown, respectively.
- ***Bike KC!*** and the ***Major Street Plan*** identify future access to regional bike routes and trails from the St. John Corridor. A bicycle route is proposed along the St. John Corridor from Benton Boulevard to Belfontaine Avenue as part of a connection from Lexington Avenue west to Gladstone Boulevard and Kessler Park.
- Pedestrian traffic is generally well served with a complete sidewalk network providing access to transit. However, many of the sidewalks are deteriorated and are in need of replacement.

### COMMUNITY INPUT

- Participants called for the replacement of deteriorated and missing sidewalks to improve pedestrian circulation.
- Participants identified the need for wider sidewalks and pedestrian amenities within the Neighborhood Centers, such as shade, benches and trash receptacles, in order to make the areas more functional and appealing to pedestrians.
- Participants supported upgrading and adding amenities around bus stops that would encourage the use of the transit system.

## **POLICY**

Strong multimodal connections to the Corridor that promote transportation choices and enhance the safety, security, and ease of transit use shall be supported.

### ***Action Steps***

1. The Transportation Sub-Committee will work with the City, area businesses, and neighborhood associations to prepare a Neighborhood Walkability Survey and incorporate the highest priority projects into the design of the Corridor improvements.
  - The ***FOCUS Neighborhood Prototypes Plan*** calls for the integration and balance of multi-modal transportation improvements including pedestrian circulation systems.
2. The Transportation Sub-Committee will work with the Beautification Sub-Committee, Board of Parks and Recreation Commissioners, and the Department of Public Works to develop transportation improvements, such as traffic calming mechanisms and enhanced crosswalk treatments at Gateways and signalized intersections.
3. The Transportation and Beautification Sub-Committees will work with the Department of Public Works and the City Planning and Development Department to review proposed development and ensure that it accommodates multimodal transit options including pedestrian, bicycle, and vehicular facilities.
  - The ***FOCUS Physical Framework Plan*** requires bicycle and pedestrian oriented multi-modal transportation elements to be incorporated into planning and development within the Corridor.
4. The Transportation Sub-Committee will work with the City and the Mid-America Regional Council to implement regional trail improvements and bicycle routes that connect the St. John Corridor to the rest of the City.





# POLICY and action steps

## TOPIC:

### LAND USE AND ZONING

Participants in the planning process identified a vision of the Corridor as a strong residential neighborhood supported by mixed-use Neighborhood Centers. The stabilization and protection of the existing and historic single-family residential uses was identified as a key priority. Residents generally supported the concept of redeveloping properties at higher residential densities to help offset higher redevelopment costs, provided such development conforms to the projected future land use plans and is compatible with the historic character of the area. Infill development designed with sensitivity of the historic character and development pattern provides opportunities to enhance the Corridor. As part of the Land Use and Zoning discussion, participants noted the following issues:

- Residential Character
- Mixed-Use Concepts
- Existing Non-Conforming Uses

### Issue: Residential Character

#### CONTEXT

- Many residential uses fronting on St. John Avenue east of Budd Park are zoned for commercial uses rather than residential uses.
- All properties in the Corridor have “open zoning,” allowing any land use within the existing zoning district to be developed without public review and without regard to adopted policies or consideration of the area’s residential character.



## **COMMUNITY INPUT**

- Participants strongly supported requiring new development to be consistent with the historic development pattern of the Corridor.
- Participants supported reconvertng multifamily uses in single-family structures back to their original single-family use.
- Participants supported redeveloping non-residential uses to residential uses such as attached single-family uses, townhomes or condominiums where such housing would be compatible with the historic development pattern and where it could support and be compatible with the character of the neighborhood.

## **POLICY**

Commercial encroachment into existing residential neighborhoods shall be discouraged.

## ***Action Steps***

1. The St. John Corridor Planning & Development Committee will work with the City Planning and Development Department to review all future land use and zoning cases within the Corridor to ensure conformance with the Corridor Design Guidelines and compatibility with surrounding land uses.
  - The ***FOCUS Neighborhood Prototypes Plan*** advocates the use of urban design guidelines and other implementation mechanisms to ensure new commercial development is integrated with the character, scale and style of the Corridor's traditional neighborhood character.
  - The ***FOCUS Neighborhood Livability Building Block*** calls for integration of new commercial development into the adjacent neighborhood through design features that complement the traditional neighborhood design.
  - The ***FOCUS Urban Core Plan*** states that renewal in the Urban Core deserves protection from the encroachment of increasing commercial development.



*Commercial encroachment can create bad edges where it meets with residential neighborhoods.*



# POLICY and action steps

## **POLICY**

Development/redevelopment of single-family, multifamily, and non-residential uses within the Corridor shall be compatible with the historic development pattern and the urban design guidelines of this plan to ensure compatibility with the historic residential character.

## ***Action Steps***

1. The St. John Corridor Planning & Development Committee and Housing Sub-Committees will pursue the creation of detailed residential redevelopment guidelines to ensure compatible rehabilitation, infill, and redevelopment of residential structures.
  - The ***FOCUS Physical Framework Plan*** promotes compatible infill development as a logical extension of the Corridor's historic development pattern.
2. The Housing Sub-Committee will work with the City Planning and Development Department to ensure that the residential redevelopment guidelines are appropriately applied to proposed development/redevelopment projects.



## Issue: Mixed-Use Concepts

### CONTEXT

- Commercial areas in the Corridor traditionally contained a mix of commercial, office and residential uses.
- Though larger scale commercial uses have shifted away from St. John Avenue to higher traffic corridors, such as Independence Avenue, many smaller businesses are thriving and/or developing.
- The existing land use policy for the St. John Corridor, the ***Budd Park Area Plan***, supports more intensive development, such as commercial or medium density residential uses, to the half block depth along St. John Avenue, which is consistent with the area's historic development pattern.

### COMMUNITY INPUT

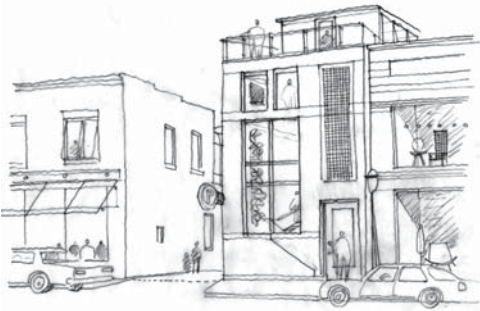
- Participants in the planning process identified the need for additional neighborhood serving commercial, office and institutional uses within walking distance of the surrounding neighborhoods.
- The majority of participants supported clustering non-residential uses into more discrete locations in the Corridor where historic commercial structures can be preserved and non-residential uses can work together to create viable commercial districts.
- Participants also supported targeted investments in these areas to create pedestrian-friendly environments that support community activity in unique and visually appealing mixed-use Neighborhood Centers.
- Participants spoke favorably of the economic activity being generated in the Corridor from businesses that target Hispanics and other minority groups.



### POLICY

Automobile oriented strip commercial development shall be discouraged and replaced by a pedestrian-friendly mixed-use pattern of development in areas designated by the ***FOCUS Kansas City Plan***.





# POLICY and action steps

## Action Steps

1. The St. John Corridor Planning & Development Committee will work with the City Planning and Development Department to encourage mixed-use development on St. John Avenue that contains neighborhood-oriented services and/or multi-family residential uses.
2. The Beautification Sub-Committee will work with the City Planning and Development Department to evaluate proposed mixed-use development to ensure a diversity of activity, safety for pedestrians, and street level amenities to encourage pedestrian activity.
  - The **FOCUS Connecting Corridors Building Block** promotes infill mixed-use development that fills gaps in the urban streetscape, provides pedestrian-friendly ground-floor uses, and promotes preservation of historic structures.
3. The St. John Corridor Planning & Development Committee will work with the City Planning and Development Department, the Economic Development Corporation of Kansas City, the Northeast Chamber of Commerce, the Hispanic Chamber of Commerce, and the Corridor Business Association to encourage nodal development at designated intersections.
  - The **FOCUS Physical Framework Plan** advocates compact, mixed-use Neighborhood Centers that cluster residential, commercial, retail and office activity.
4. The St. John Corridor Planning & Development Committee will work with the Economic Development Corporation of Kansas City, the Northeast Chamber of Commerce, the Hispanic Chamber of Commerce, and the Corridor Business Association to evaluate the Corridor's market potential. The Market Sub-Committee will assist this effort by promoting identified target markets.
5. The St. John Corridor Planning & Development Committee will work with area property owners, the Northeast Chamber of Commerce, the Hispanic Chamber of Commerce, and the Corridor Business Association to target, attract, and retain neighborhood-serving tenants to mixed-use Neighborhood Centers.

## Issue: Undesirable Land Uses

### CONTEXT

- Several historic commercial structures have been converted to multifamily uses.
- Numerous non-conforming uses exist in the Corridor, such as non-residential uses along St. John Avenue located on properties zoned for residential uses.

### COMMUNITY INPUT

- Participants indicated the desire for development in the Corridor to be consistent with its historic development pattern.
- Participants felt it is reasonable to offer incentives to promote redevelopment of existing non-conforming uses to conforming uses.
- Participants generally supported the concept of redevelopment at higher residential densities to offset increased development costs, provided the development is consistent with the projected land uses defined by this Plan and the historic character of the Corridor.

### POLICY

The St. John Corridor Urban Design Guidelines are encouraged to be used to review and evaluate all proposed development projects in the Corridor.

### *Action Steps*

1. The St. John Corridor Planning & Development Committee will work with Corridor business owners to form a Corridor Business Association, and together they will work with area property owners to identify methods to mitigate conflicts and incompatibilities between existing land uses and the future land uses recommended for the Corridor.
2. The City and all other development review bodies are encouraged to use the St. John Corridor Design Guidelines as part of the development review and approval process.





# POLICY and action steps

## Issue: Corridor Character

Participants in the planning process envisioned the Corridor with low-density single-family residential uses as the primary land use designation within the neighborhoods flanking St. John Avenue.

The western portion of the Corridor, generally west of Budd Park, would be characterized as a low-density residential neighborhood, served by very limited neighborhood commercial, office and institutional uses. Some medium density residential uses would be located near the western Gateway to the Corridor, which is identified with a landscaped circular roundabout located at the intersection of Gladstone and Benton Boulevards.

Land uses offering a variety of neighborhood services would provide a Gateway for the

eastern end of the Corridor. Generally, the area east of Budd Park, is envisioned to include clusters of automobile-oriented mixed-use development separated by low to medium density residential land uses. Mixed-use office, retail, and service commercial would serve as the eastern Gateway to the Corridor.

Participants envisioned the design of entrances into the Corridor, Budd Park and Neighborhood Centers as the primary attractions in the Corridor. Special design considerations at





these locations would help announce that the St. John Corridor offers a unique character within the Old Northeast area.

The mixed-use Neighborhood Centers and the small amount of “service commercial” in the Corridor is envisioned to provide limited neighborhood-oriented services to nearby residents and also enhance the visitor’s impression of the Corridor.

Independence Avenue is the major retail destination for this area of the City, and it is expected to continue in that role. The



*St. John Corridor neighborhood businesses*



*Independence Avenue retail and commercial services*

“neighborhood” retail services envisioned for the St. John Corridor are not expected to compete with, but instead complement, the larger-scale regional businesses along Independence Avenue.

The above-stated land use characteristics for the Corridor planning area are reflected in the ***St. John Corridor Future Land Use Map*** and the accompanying definitions of land use categories. The ***Future Land Use Map*** is intended to establish the long-range land use strategy for the Corridor.





# POLICY and action steps

## St. John Corridor Future Land Use



Source: City of Kansas City GIS Data 2004

### MAP LEGEND



- Corridor Boundary
- Planning Area Boundary
- Streets
- Railroads

### Land Use Categories

- Park/Open Space
- Public/Semi Public
- Low-Density Residential
- Low-to Medium-Density Residential

- Mixed Use - Pedestrian/Transit Oriented
- Mixed Use - Automotive Oriented
- Service Commercial



# Definitions of Corridor Land Use Categories

## Park/Open Space:

Active and passive public parks and open spaces with public access and any other lands reserved for permanent open space purposes.

## Public/Semi-public:

This category includes all public, semi-public and institutional uses, including schools, libraries, churches, religious organizations, civic organizations, post offices, hospitals, and police/fire stations.

## Low-Density Residential (0-7 units per acre):

This category primarily consists of single-family residential uses, as well as a limited amount of attached single-family and single-family cluster subdivisions as part of a planned development.

## Low-to Medium-Density Residential (7-15 units per acre):

Primarily for accommodating a mix of single-family, attached single-family, two-family, and multifamily residential housing. Public uses and accessory uses such as detached garages that are complementary and subordinate to residential uses are allowed.

## Mixed Use (Pedestrian/Transit Oriented):

This category promotes a mixture of neighborhood scale retail commercial, office, and low-to-medium density residential uses intermixed through compatible site planning and building design. A variety of these land uses should be comingled at specific locations to promote diversity and a successful pedestrian environment.

Buildings may include one or more uses mixed within the same structure (either horizontally or vertically). Non-residential uses are limited to compact, pedestrian/transit-oriented shopping, services, office, institutional, and limited entertainment uses. All non-residential uses should be designed in accordance with the Corridor Design Guidelines so as to support and be compatible with nearby residential uses.

## Mixed Use (Automotive Oriented):

This category supports a mixture of residential and nonresidential uses consistent with Pedestrian/Transit Oriented Mixed Use zones, with the addition of limited auto-related services. Such auto-related businesses are allowed in only limited locations on a block through compatible site planning and building designs that respect the physical form of the neighborhood and the pedestrian environment. Auto related uses should have extensively screened parking lots and well-landscaped open spaces to limit the visual impact of the automobile, and should be designed in accordance with the Corridor Design Guidelines.

## Service Commercial:

This category is more automotive-oriented in nature, and includes retail and service activities such as retail sales and services, drive-through and sit-down restaurants, office uses, repair shops, convenience stores and other general business services.



*Low Density Residential*



*Med. Density Residential*



*Parks/Open Space*



*Institutional*



*Mixed Use*



*Service Commercial*







# POLICY and action steps

## TOPIC: HOUSING

Nearly all participants in the planning process identified high-quality housing and the preservation of historic residential structures as a priority. Renovation of existing homes, redevelopment, and infill development which recognizes and reinforces the historic character of the Corridor are considered necessary to perpetuate the Corridor's desirable historic identity and development pattern. As part of this discussion, participants identified the following issues:

- Housing Variety
- Renovation and Rehabilitation
- Infill and Redevelopment

### Issue: Housing Variety

#### CONTEXT

- Residential uses make up 93% of the parcels within the designated Corridor boundary.
- 79.3% of the housing within the Corridor boundary is single-family.
- 70% of Corridor residents are under age 45.
- The average household size within the Corridor boundary is 2.8 persons, while that of the City as a whole is 2.4.



T O P I C : H O U S I N G



## **COMMUNITY INPUT**

- Participants identified a need to create additional housing opportunities in the Corridor, including high-quality senior housing, townhomes and condominiums.
- Participants expressed the desire to attract new residents to the area, particularly young professionals and well-established families with expendable incomes.
- Participants identified housing variety as necessary to provide viable options for seniors as well as the diverse needs of area residents.

## **POLICY**

A variety of housing options, such as attached single-family, townhomes, condominiums and other multifamily uses, will be available within the Corridor, provided such uses are compatible with the Corridor's existing residential development and the Urban Design Guidelines.

## ***Action Steps***

1. The Housing Sub-Committee will work with the Department of City Planning and Development, the Economic Development Corporation of Kansas City (EDC) and area housing agencies to evaluate the local housing market and identify target markets and strategies for attracting and retaining residents. Such strategies will include targeting missing market segments, such as young professionals and well-established families with expendable income.
  - The ***FOCUS Physical Framework Plan*** promotes a diversity of housing stock to attract and retain a variety of residents, ranging from first-time home buyers to move-up and executive level housing markets.
  - The ***FOCUS Human Investment Plan*** promotes targeting and bringing to the Corridor talented young people, as a means of encouraging new investment and diversity.
2. The Housing Sub-Committee will work with local real estate professionals, the City Planning and Development Department, the EDC, area housing agencies and area property owners to identify alternative housing opportunities as part of infill and redevelopment projects.
  - The ***FOCUS Neighborhood Livability Building Block*** advocates alternative housing and living arrangements for senior residents, including elderly housing, assisted living and other cooperatives.
  - The ***FOCUS Neighborhood Livability Building Block*** promotes meeting area housing needs by supporting a variety of housing choices in the Corridor.



*Example of an infill townhome residential development*



# POLICY and action steps

3. The Housing Sub-Committee will work with local real estate professionals to initiate a marketing campaign designed to attract potential home buyers to the Corridor.
4. The Housing Sub-Committee will work with the St. John Corridor Planning & Development Committee and property owners in designated mixed-use Neighborhood Centers to identify and promote opportunities for residential uses on upper floors of existing buildings.
  - The **FOCUS Physical Framework Plan** advocates residential development opportunities as part of compact, mixed-use Neighborhood Centers that cluster residential, commercial, retail and office activity in the Corridor.

## Issue: Renovation and Rehabilitation

### CONTEXT

- The total number of housing units in the Corridor has declined every decade since the 1960s. The Corridor had 7,938 housing units in 1960 and 6,600 units in 2000, a 17% decrease overall.
- In 2000, nearly 66% of the housing was valued at less than \$50,000 as compared to 22% city wide.
- The vast majority if the housing in the Corridor was built prior to 1940.
- The Neighborhood Housing Conditions Survey conducted in 2000-2001 indicated that several homes in the Corridor were in need of rehabilitation.

### COMMUNITY INPUT

- Participants felt renovation and rehabilitation was necessary to extend the life of older homes and return many to their historic single-family uses.
- Participants identified the need for incentives to help encourage reinvestment in older homes and to offset renovation costs.
- Participants felt renovation of existing homes was necessary to continue the Corridor's historic character and development pattern.

## **POLICY**

The City's building and property maintenance codes shall be actively enforced in order to ensure the housing stock is maintained in a safe and sound condition.

### ***Action Steps***

1. The City will coordinate with Corridor partners to actively and aggressively enforce public and private property maintenance requirements and to clean-up of dilapidated and deteriorated residential structures, particularly those visible from St. John Avenue.
  - The *FOCUS Neighborhood Prototypes Plan* calls for aggressive enforcement of property maintenance codes to ensure dilapidated properties are rehabilitated, redeveloped or condemned to minimize impact on the surrounding neighborhood and Corridor as a whole.
2. The Housing and Beautification Sub-Committees will promote educational opportunities to train residents about basic property maintenance and homeownership responsibilities.

## **POLICY**

A healthy housing stock in the Corridor shall be promoted through the development of new residential housing, as well as the preservation and maintenance of existing housing.

### ***Action Steps***

1. The Housing Sub-Committee will work with the City and the EDC to identify housing reinvestment incentives in the Corridor.
2. The Housing Sub-Committee will work with the City to identify issues common to older housing structures and to prepare guides for basic property maintenance, upkeep and repair. The guide will include common indicators, necessary considerations, suggested action steps, potential resources, and area contacts for housing issues.
  - The *FOCUS Preservation Plan* advocates the use of incentives for preservation of historic residential development in the Corridor.



# POLICY and action steps

## Issue: Infill and Redevelopment

### CONTEXT

- Much of the infill development in the Corridor conflicts with the historic development pattern and character.
- Over 4% of the parcels in the Corridor were vacant in 2000.
- Approximately 55% of the vacant units in the planning area were not in the market, thereby indicating abandoned or seriously deteriorated structures.

### COMMUNITY INPUT

- Participants wanted new development to reflect the Corridor's historic residential character.
- Participants felt redevelopment and infill with compatible residential structures was necessary to perpetuate the Corridor's historic character and development pattern and to fill gaps in the Corridor.

### POLICY

Infill and redevelopment projects shall meet residential development guidelines that promote compatibility and consistency with the historic residential character and shall be compatible with the single-family uses in the area.

### *Action Steps*

1. The Housing Sub-Committee will work with Corridor residents, the City, EDC and area housing agencies to identify and implement housing infill and redevelopment incentives in the Corridor that incorporate residential development guidelines.
  - The ***FOCUS Neighborhood Livability Building Block*** advocates increasing the Corridor's vitality through re-use and redevelopment of vacant and underutilized lots and structures.



# TOPIC:

## INFRASTRUCTURE

Well-maintained public infrastructure that supports projected uses and private reinvestment is a crucial component of the revitalization of the St. John Corridor. Participants in the planning process felt that much of the infrastructure in the Corridor has been neglected and requires immediate public reinvestment. Once improved, participants want an infrastructure maintenance program established to ensure that new improvements are not neglected in the future.

As part of this discussion, participants identified the following issues:

- Basic Infrastructure
- Maintenance
- Design and Implementation

### Issue: Basic Infrastructure

#### CONTEXT

- Electric, sanitary sewer, storm sewer, and water service were all determined to be adequate to support existing and projected redevelopment.
- Approximately 50% or more of the existing curbs on St. John Avenue are severely deteriorated and do not adequately channel stormwater to the storm inlets.
- Many of the existing storm inlets are prone to clogging and were fully or partially clogged when evaluated during the planning process.
- Street lighting is adequate to illuminate the public streets. However, pedestrian-level lighting along the sidewalks does not exist.
- Many of the sidewalks throughout the Corridor are significantly deteriorated, or missing, and in need of replacement.
- Most street name tiles historically embedded in sidewalks along the Corridor are missing or broken.



*Clogged or broken catch basins is a priority concern.*





*Deteriorating sidewalks makes walkability difficult in the Corridor.*



# POLICY and action steps

## COMMUNITY INPUT

- Participants identified repair and replacement of basic infrastructure as the top priority in revitalizing the area, prior to undertaking any larger, more visionary projects in the Corridor.
- Participants desired the replacement of aged and deteriorated curbs, storm water inlets, and sidewalks.
- Participants felt the provision of basic infrastructure is necessary to help meet basic needs of the Corridor's residents.
- Many participants felt that upgrading the condition of sidewalks in the Corridor would be a visible enhancement that would help connectivity and would lead to increased pedestrian activity, thus supporting other longer-term revitalization efforts.

## POLICY

Investment in basic infrastructure shall be a priority in the Corridor. Deteriorated or damaged sidewalks, curbs, and storm inlets shall be replaced throughout the Corridor.

## **Action Steps**

1. The St. John Corridor Planning & Development Committee will work with the City and Corridor developers to ensure that needed repairs and replacement of basic infrastructure are designed and completed according to City standards. All proposed improvements should incorporate the design parameters and guidelines recommended by this Plan.
  - The **FOCUS Neighborhood Livability Building Block** advocates healthy neighborhoods through provision and maintenance of basic utilities and infrastructure needs.

## Issue: Maintenance

### CONTEXT

- Approximately 50% or more of the existing curbs on St. John Avenue are severely deteriorated and do not adequately channel stormwater to the storm sewer.
- Many of the existing inlets are prone to clogging and were fully or partially clogged when evaluated during the planning process.
- Many of the sidewalks throughout the Corridor are significantly deteriorated, or missing, and in need of replacement.
- Most street name tiles, historically embedded in sidewalks along the Corridor, are missing or broken.

### COMMUNITY INPUT

- Participants identified maintenance of existing and projected infrastructure improvements as a primary concern.
- Participants noted the need to repair or restore significant community amenities, such as the Kennedy Memorial.
- Many participants perceived the lack of maintenance funding for improvements on nearby Independence Avenue as a failure by the City to maintain its investment in area enhancements.
- Participants were supportive of setting aside funds through escrows or other means to help maintain improvements made within the Corridor.
- Participants also supported the concept of creating special improvement districts to fund and maintain targeted improvements, such as a special district to fund pedestrian lighting at activity centers.



*JFK eternal flame monument*



# POLICY and action steps

## **POLICY**

As part of all improvement projects, necessary maintenance shall be considered and calculated as part of the total project lifecycle costs. When feasible, escrows or other continued maintenance programs shall be established to provide long-term maintenance of Corridor amenities.

## ***Action Steps***

1. The Improvement Financing Sub-Committee will work with local agencies including the Department of Public Works, the Kansas City Area Transportation Authority, the Board of Parks and Recreation Commissioners and Kansas City Power and Light to identify responsibilities for installation and maintenance of public improvements. The Sub-Committee will work in partnership with public agents to identify and establish long-term maintenance programs as part of Corridor improvements.





## Issue: Design and Implementation

### CONTEXT

- Corridor improvements are currently provided and coordinated by multiple Departments within the City and private service providers.
- Corridor improvements will be implemented through several City Departments and agencies in many phases over a period of years.

### COMMUNITY INPUT

- Participants felt that streetscape improvements including pedestrian lighting, street trees, street furniture, parking and other related improvements are necessary to revitalize the Corridor.
  - Participants identified the need for an overall Corridor improvement design plan to ensure that near-term improvements are compatible with future investments.
- Participants supported using part of existing Public Improvement Advisory Committee (PIAC) funding to design corridor improvements.

### POLICY

The design and engineering of public improvements throughout the Corridor shall be coordinated and consistent with the St. John Corridor policies and design guidelines.

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee will work to ensure that each of the various phases of infrastructure and streetscape improvements are coordinated with one another.
2. The St. John Corridor Planning & Development Committee will work with the Beautification Sub-Committee to commission and create engineering and design plans for the Corridor.
  - The ***FOCUS Connecting Corridors Building Block*** calls for development of design plans that coordinate public and private improvements throughout the Corridor.



*street furniture*



### **POLICY**

Public improvements shall be coordinated with, and approved by, the appropriate public agencies including the City Planning and Development Department, the Department of Public Works, the Kansas City Area Transportation Authority, and the Board of Parks and Recreation Commissioners as applicable.

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee and Beautification Sub-Committee will work with the City and other area agencies to coordinate the review and approval of infrastructure improvements in the Corridor.

### **POLICY**

Periodic reevaluation and confirmation of financing, community priorities, and implementation opportunities shall be conducted throughout the public improvement implementation phases.

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee and Improvement Financing Sub-Committee will work with community representatives and the City to utilize a variety of funding sources to finance priority infrastructure improvements. Financing alternatives could include:
  - Tax abatement
  - Community Improvement Districts (CIDs)
  - City Public Improvement Advisory Committee (PIAC) Funds
  - Community Development Block Grants (CDBG)
  - Community Development Corporations (CDC's)
  - Community-Based Development Corporations
  - Brownfield Development Funds
  - Matching or Challenge Grants
  - Congestion Mitigation and Air Quality (CMAQ) funds
  - Surface Transportation Program (STP) funds
  - Transportation Enhancement (TE) funds
2. The St. John Corridor Planning & Development Committee will establish a procedure for reevaluating improvement priorities in the Corridor as projects are completed.

# TOPIC:

## ECONOMIC DEVELOPMENT

Participants in the St. John Corridor Planning process indicated that St. John Avenue needs to be revived. Although they dream of a business climate that is reminiscent of the recent past when small grocers, movie houses, drug stores, and dental offices characterized the Corridor, the existing economy has made new business development challenging. As a part the economic development discussion, participants talked about the following issues:

- Multiculturalism
- Development Patterns
- Financial Resources
- Urban Design
- Marketing the Corridor

## Issue: Multiculturalism

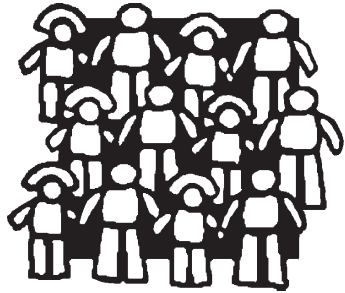
### CONTEXT

- About 20% of the Corridor residents are foreign born, which is about 4 times higher than the citywide average.
- Approximately 66% of the Corridor residents speak exclusively English while almost 33% speak other languages as their primary language.
- Of those who do not speak exclusively English, approximately 40% do not speak English well.

### COMMUNITY INPUT

- Participants acknowledged that there is a language gap between English and non-English speaking Corridor residents and business owners. They felt the gap hinders the communication of necessary information, especially about City Code requirements and expectations associated with the development of new businesses.
- Participants were interested in exploring avenues that will increase understanding between all residents.





# POLICY and action steps

## **POLICY**

Methods of effective communication and coordination shall be sought in order to enhance interactions between English and Non-English speaking property owners and residents. Every effort shall be made to express Corridor expectations, opportunities, and requirements for business development, expansion, rehabilitation, and maintenance.

## ***Action Steps***

1. The Corridor Business Association will work with the local business community to include a cross section of the Corridor's multicultural population.
  - The ***FOCUS Healthy Community Building Block*** promotes initiatives that help create connections among diverse people in Kansas City.
2. The Corridor Business Association will establish a partnership with the City to assist citizens with construction plan review and requirements.
3. The Corridor Business Association will work with the City, the Don Bosco Center, and the Northeast Community FOCUS Center to establish an on-going system educate all Corridor business and property owners about City Zoning Ordinance, Building Code, and Property Maintenance Requirements.
  - The ***FOCUS Citizen Access and Communication Building Block*** encourages the increase of information-sharing between government and citizens and the development of ways to work effectively together.



## **POLICY**

Partnerships will be sought to promote multicultural business development and expansion in the Corridor.

### ***Action Steps***

1. The Corridor Business Association will conduct a survey of business owners and those considering starting a business to determine existing opportunities in the area. The Association will also conduct a marketing study to determine future economic development possibilities.
2. The Corridor Business Association will partner with the Hispanic Economic Development Corporation, the Economic Development Corporation of Kansas City, and other minority-based business assistance agencies that target services toward minority business owners in order to better meet the entrepreneurial needs in the Corridor. This partnership may include workshops to outline available services and the procedures of opening and operating a business.
  - The ***FOCUS Human Investment Plan*** recommends establishing special supports and programs for minority entrepreneurs to provide for the special difficulties minorities have in raising capital for business start-ups.
3. The Corridor Business Association will seek opportunities to coordinate with other diverse business corridors in Kansas City.
4. The Corridor Business Association will coordinate with the Marketing Sub-Committee to create an annual event celebrating the Corridor's multicultural business community and development opportunities.
  - The ***FOCUS Human Investment Plan*** recommends directing continued attention toward supporting small businesses located in Kansas City and more effort to promoting and supporting entrepreneurs and new business ventures, as this attention to small business development, especially minority business development, will pay off tremendously in the long run.
5. The Corridor Business Association will coordinate with the Marketing Sub-Committee to establish partnerships with the Kansas City Artists Coalition and area galleries in order to market the Corridor to Kansas City artists.





# POLICY and action steps

## Issue: Development Patterns

### CONTEXT

- Residential uses make up nearly 75% of all land uses in the Corridor; non-residential uses make up the remainder.
- The majority of Corridor parcels (87.1%), including many located on St. John Avenue, are zoned for single family and duplex residential uses.
- There are a number of parcels fronting on St. John Avenue that are residentially zoned, but have non-conforming commercial uses. Non-conforming uses, such as automotive repair shops, are inconsistent with the single-family and duplex residential zoning districts on which they are located.

### COMMUNITY INPUT

- Participants noted that over time many businesses once located on St. John Avenue which provided needed neighborhood services have since left. Today new businesses are developing in areas that residents feel are inappropriate.
- Participants felt that future redevelopment would better serve the community if it followed the area's historic development pattern.
- Participants supported locating higher density residential and non-residential uses in designated Neighborhood Center nodes, and limiting non-residential encroachment into the single-family neighborhoods.



## **POLICY**

Future redevelopment shall cluster complimentary businesses in designated locations.

### ***Action Steps***

1. In order to reduce the development of inappropriate land uses, the Corridor Business Association will define a set of Corridor development expectations and effectively communicate them to business owners and developers so incompatible non-residential uses can be phased out over time.
  - The ***FOCUS Urban Core Plan*** recommends the creation of stringent policies and guidelines that protect neighborhoods from unwanted land uses.
2. The Corridor Business Association will work with local business owners and owners of vacant property to designate and maintain a location(s) for mobile vendors.
3. The Corridor Business Association will work to promote and educate the area developers about St. John Corridor's land use goals and urban design guidelines.
  - The ***FOCUS Overview*** recommends that the development community commit to exploring opportunities for including design standards and principles in new plans.





# POLICY and action steps

## Issue: Financial Resources

### CONTEXT

- There are no tax incentive programs currently being used within the corridor.
- No major private development projects have been undertaken within the Corridor in recent years.
- Approximately \$13 million in public investments have been made in recent years within the planning area including the construction and renovation of three schools.
- A total of approximately \$1 million in PIAC funds is currently designated to be used over time for projects within the Corridor until 2006-2007.
- Limited financial resources often prevent Corridor business owners from improving building exteriors or expanding the size of businesses.

### COMMUNITY INPUT

- Participants suggested targeting incentives such as tax abatement and facade improvement rebate programs within the Corridor. The participants felt that making these incentives available to existing and prospective developers would stimulate quality commercial and residential development.

### POLICY

Economic incentives and small business development tools shall be targeted to St. John Corridor, particularly at significant intersections recommended for a mixes of uses. Whenever possible, economic incentives shall be used to assist with the restoration of historic properties and the preservation of historic development patterns.



## Action Steps

1. The Corridor Business Association will work with the City and the Kansas City Economic Development Corporation to begin using available small business financing tools such as:
  - SBA 504 Loans;
  - Small Business Loan Fund (SBLF);
  - Revolving Loan Fund (RLF);
  - Brownfields Funding
  - Neighborhood Commercial Revolving Loan Fund (NCRLF); and,
  - Kansas City Minority Business Capital Fund (MBCF).
  - ~ *The **FOCUS Competitive Economy Building Block** advocates using development incentives as strategic public investments to enhance the overall availability of capital for private investors.*
  - ~ *The **FOCUS Physical Framework Plan** encourages the use of Brownfields programs and incentives to use land served by public infrastructure that may have contaminated soils or other problematic features.*
2. The City should give priority to projects located on designated Great Streets, Transit Impact Zones and Mixed-Use Centers when considering whether to grant tax incentives to a development project.
  - The **FOCUS Urban Core Plan** encourages the targeting of tax incentives to mixed use centers.
  - The **FOCUS Urban Core Plan** calls for the designation of mixed-use centers (e.g. St. John Avenue at Askew Avenue, Elmwood Avenue, and Brighton to Hardesty Avenues) and Great Streets (e.g. St. John Avenue) within the St. John Corridor.

# POLICY and action steps

## Issue: Urban Design

### CONTEXT

- Historically commercial development to the half block depth has occurred on St. John Avenue at Askew Avenue, Elmwood Avenue and Hardesty Avenue to the half block depth.
- Strip commercial development spans from Oakley Avenue to Belmont Avenue.
- Many older commercial buildings are in disrepair and often have modern additions inconsistent with the Corridor's historic building character or original design integrity.
- Recent commercial infill development projects conflict with the Corridor's historic development pattern and character.



### COMMUNITY INPUT

- The exterior appearance of many of Corridor businesses was an issue with participants in the planning process. Particular concerns were expressed about the quality of signage, parking, landscaping, and fencing along St. John Avenue. It was felt that the appearance of such elements should be improved, and that design guidelines should be created for the Corridor, similar to guidelines used in other areas of the city.

## **POLICY**

Infill construction shall be compatible with the desirable historic character of the Corridor and shall consider the design, location (setbacks), materials, building massing and window/door sizes, and the placement and design of each structure in context with the surrounding area.

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee will work with the City to apply the Urban Design Guidelines of this Plan to ensure that infill commercial buildings are designed in a manner to be consistent with the Corridor's historic character.
  - The ***FOCUS Citywide Physical Framework Building Block*** encourages that all infill development should relate to the scale and character of the existing or historic development pattern.
  - The ***FOCUS Urban Core Plan*** advocates that new buildings constructed within a corridor be sensitive to the architectural style and historic character of the area.
2. The Corridor Business Association will develop a method to educate Corridor developers about the intent and purpose of St. John Corridor urban design guidelines.
3. The Corridor Business Association will work with the Historic Northeast Restoration Corporation and the City to make St. John Avenue eligible for the Facade Rebate Program.
  - The ***FOCUS Urban Neighborhood Livability Building Block*** promotes the adaptive reuse and conservation of existing buildings and preserving historic assets so that the prevailing character of an area is maintained.





# POLICY and action steps

## Issue: Marketing the Corridor

### CONTEXT

- Although recommended in **FOCUS** as a location for incentives, there are currently no tax incentive programs being used within the Corridor.
- No major private development projects have been undertaken within the Corridor in recent years.

### COMMUNITY INPUT

- Participants noted that the local media often describes St. John Avenue and the Old Northeast in a negative manner, as area crime is seemingly reported more than other positive issues. The negative publicity skews public perception about the area and hinders future economic development. With the exception of the **Northeast News**, the area's weekly newspaper, participants said they rarely hear of the area's positives. In order to change the way the area is portrayed, participants suggested working with area media providers to spread the word about positive events and Corridor development prospects.

### POLICY

Efforts shall be made to provide positive publicity of events, new initiatives, and emerging development opportunities in the St. John Corridor.

### *Action Steps*

1. To improve the image of the Corridor, the Marketing Sub-Committee will work with local media providers and real estate professionals to publicize the area's successes, happenings, and opportunities.
2. The St. John Corridor Planning & Development Committee will form a Marketing Sub-Committee that will work to develop and promote a homes tour of area neighborhoods.
  - The **FOCUS Neighborhood Livability Building Block** encourages neighborhoods to "self-market" themselves to reinforce the identity of an area.
3. The Corridor Business Association and the Marketing Sub-Committee will identify a location and coordinate an Ethnic Food Bazaar.
4. The Corridor Business Association will coordinate with the Marketing Sub-Committee to promote the economic development opportunities and financial resources available to Corridor business owners and developers.



## TOPIC: PUBLIC SAFETY

Other than basic infrastructure, many of the community's most immediate concerns focused around safety. Participants identified loitering, vandalism, littering, and petty theft as concerns. Participants expressed the desire for a sense of basic security and to restore a sense of safety and pride within the Corridor. As part of the public safety discussion, participants noted the following issues:

- Non-violent Crime
- Stability of Budd Park
- Vehicular and Pedestrian Safety



### Issue: Non-violent Crime

#### CONTEXT

- Vandalism and littering detract from the Corridor's image and appearance, and diminish a perception of pride of civic ownership.
- Larceny, auto theft, non-aggravated assault, and vandalism were the most commonly committed crimes in the Corridor in 2002 and 2003.

#### COMMUNITY INPUT

- Participants understood increased safety can only be achieved through a collaborative effort, involving active community participation.
- Participants identified non-violent crimes as having one of the most visible impacts in the Corridor.
- Participants felt vandalism, littering, loitering, and petty theft reinforce perceptions about crime in the neighborhoods.
- Fear of non-violent crimes greatly limited enthusiasm for near-term improvements and heightened concerns about the design of projected improvements.
- Participants cited increased pedestrian activity in the Corridor as a means of encouraging community policing and a renewed sense of personal responsibility and pride in St. John Avenue.





# POLICY and action steps

## **POLICY**

Redevelopment and enhancements in the Corridor shall implement the guidelines for safe development identified in the KC Safe City Initiative.

### ***Action Steps***

1. The St. John Corridor Planning & Development Committee will create a Safe City Sub-Committee charged with improving and promoting safety throughout the Corridor.
  - *The Safe City Sub-Committee will work with local law enforcement, emergency service agencies, and the City's Safe City Initiative office to assess potential threats in the Corridor, and identify strategies for overcoming these threats.*

## **POLICY**

Public and private initiatives, such as community policing and neighborhood watch programs, will be used to address crime throughout the Corridor.

### ***Action Steps***

1. The Safe City Sub-Committee will work with neighbors, business owners, the Police Department, and the City's Safe City Initiative office to expand local neighborhood watch and community policing programs. The Sub-Committee will promote the program and encourage increased community involvement.
  - The **FOCUS Critical Resources Building Block** advocates community policing in the Corridor and calls for partnership with local law enforcement who value the tool as a core value of the police department.
2. The Safe City Committee will work with Corridor developers and property owners to incorporate Crime Prevention through Environmental Design (CPTED) strategies and guidelines into all new construction and redevelopment projects.

## **POLICY**

Efforts shall be made to encourage active participation in community clean-up and maintenance programs that promote a clean and safe environment.

### ***Action Steps***

1. The Safe City Sub-Committee will work with the Beautification Sub-Committee to actively identify and report property maintenance and code violations in the Corridor.
  - The **FOCUS Neighborhood Livability Building Block** promotes improved housing conditions through partnerships with the City to aggressively enforce building and maintenance codes.
2. The Safe City and Beautification Sub-Committees will work with the City to implement the “Clean Sweep Program” as a means of cleaning-up the Corridor and promoting a safe and active environment.
  - The **FOCUS Urban Core Plan** advocates community participation in the “Clean Sweep Program” to promote clean, safe, and active Corridors.

## **POLICY**

Public safety and crime prevention programs shall be promoted within the Corridor to increase awareness and educate residents and business owners about community policing and crime prevention efforts.

### ***Action Steps***

1. The Safe City and the Marketing Sub-Committees will work with local emergency service providers, the City’s Safe City Initiative office, and local media outlets, including the **Northeast News**, and surrounding Corridor neighborhood newsletters, to promote crime statistics, identify active threats, educate the community on available resources for reporting and mitigating safety issues and reporting positive achievements in improved safety.
  - The **FOCUS Human Investment Plan** advocates the creation of partnerships with local and regional media outlets to present stories of achievement resulting from community efforts as a means of advertising the Corridor’s positive aspects.



*Neighborhood cleanup*



# POLICY and action steps

## Issue: Stability of Budd Park

### CONTEXT

- Budd Park is centrally located in the Corridor and is the Corridor's most visible activity center.
- Activities within Budd Park are not clearly visible from St. John Avenue because of the existing topography.
- Minimal lighting exists within Budd Park and visibility into the park is limited after dusk.

### COMMUNITY INPUT

- Participants felt Budd Park was unsafe due to a real or perceived threat of drug sales, public drinking, vagrancy, prostitution and gang related activity.
- Participants supported bringing increased neighborhood-friendly activity and security to Budd Park.
- Participants desired the addition of improved evening lighting in Budd Park and more visibility from St. John Avenue.
- Participants also highly supported an increased law enforcement presence and community policing.



## **POLICY**

Efforts to reduce real and perceived public safety threats in Budd Park shall be promoted.

### ***Action Steps***

1. The Safe City Sub-Committee will work with the Police Department and neighborhood organizations to identify threats and undesirable activities in Budd Park and develop strategies for mitigation.
2. The Safe City Sub-Committee will work with the Police Department and community residents to actively identify and report illegal activities in Budd Park.
  - The ***FOCUS Human Investment Plan*** advocates a drug free City and promotes partnership with law enforcement to create an “all out attack” on illegal drug use and trafficking.
3. The Safe City and Beautification Sub-Committees will work with the Department of Parks and Recreation to identify, plan, and implement ways to make neighborhood-friendly activities in Budd Park more visible, including pedestrian lighting and improved lines of sight from St. John Avenue.
4. The Beautification Sub-Committee will work with Corridor residents, businesses, and institutions to remove graffiti from Budd Park.







# POLICY and action steps

## Issue: Vehicular and Pedestrian Safety

### CONTEXT

- The nearly two-mile long stretch of St. John Avenue is straight and wide, and is thereby conducive to speeding.
- Many vehicles were observed during the planning process parking too close to intersections and blocking sightlines.



### COMMUNITY INPUT

- Participants cited speeding on St. John Avenue as the primary safety concern in the Corridor.
- Participants stated that parking too close to intersections limits visibility from cross streets and encourages vehicles to dart into traffic.
- Participants stated concerns about the safety of pedestrians crossing St. John Avenue, particularly for slower-moving pedestrians such as the disabled, seniors or children.
- Participants were interested in exploring traffic calming measures such as roundabouts, curb re-alignments, crosswalks, signage, and signal improvements, among other alternatives, to slow traffic, improve motorists' awareness of pedestrians, and increase pedestrian safety.

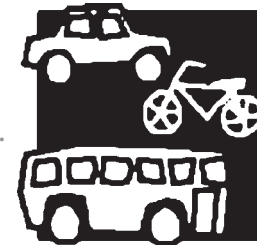


## **POLICY**

Traffic calming measures shall be utilized in the Corridor to reduce traffic speeds, improve motorists' awareness of pedestrians, and increase pedestrian safety.

### ***Action Steps***

1. The Safe City Sub-Committee will work with the Police Department and the Department of Public Works to identify areas of the Corridor where speeding is a problem. The Sub-Committee will then work with the Police and the City to create targeted programs for reducing traffic speed.
2. The Safe City Sub-Committee will work with the St. John Corridor Planning & Development Committee, the Beautification Sub-Committee, and the Department of Public Works to implement improvements and traffic calming measures that reduce traffic speeds and improve pedestrian safety through the Corridor.
  - The ***FOCUS Moving About the City Building Block*** calls for St. John Avenue improvements to help accommodate increased comfort and safety for pedestrians.





# URBAN DESIGN guidelines

## Introduction

The *Focus Quality Places Building Block* advocates the use of urban design guidelines to act as the basic framework to establish high quality environments from which to live, work, shop, and play. Throughout the St. John Corridor planning process, participants expressed a desire to make the Corridor a unique, recognizable, desirable, identifiable place with strong residential neighborhoods supported by quality neighborhood services complimentary with the Corridor's historic development pattern.

These goals are articulated through unified land use and development concepts and a collection of desired design elements identifying the general parameters to be followed when planning, designing and evaluating Corridor improvements. Future developments within the St. John Corridor should incorporate the following components of urban design:

## GATEWAYS

**Definition:** A major point of arrival into the Corridor or location where most people feel they have entered the area.

### *Intent/Purpose*

- To provide visual cues that announce arrival into the Corridor from surrounding residential neighborhoods, thereby reinforcing it as a unique area.
- To identify Neighborhood Centers as distinct destinations within the Corridor.





# URBAN DESIGN guidelines

## ***Guidelines***

- Development at Gateway locations should incorporate architectural features with high-quality materials to accent and complement the area and promote the targeted Corridor identity.
- The primary street frontage and building entrances should be oriented toward St. John Avenue. Visibility into and out of service, commercial and office uses is critical and should be accomplished in all projects. Off-street parking should be planned so that it is located behind or on the side of buildings. Wherever possible, shared parking between businesses should be encouraged. On-street parking should be on and along St. John Avenue.
- Trash dumpsters, loading areas and parking will be screened with appropriate landscaping and/or fencing.

## **EDGES**

**Definition:** The transition area between two types of uses or areas of different intensity.

## ***Intent/Purpose***

- To improve the interaction between different types of uses, intensities and scales.
- To provide a compatible transition between uses.
- To reduce incompatibilities between adjacent uses.



## ***Guidelines***

- New commercial and multi-family development projects should include transition elements complimentary with the area's traditional development patterns to enhance the edge between the single-family core and multifamily or mixed-use development. Such elements may include a landscaping buffer, traffic calming measures, and neighborhood markers.
- Transitions between land uses and intensities should also ensure compatible use of materials, scale,





and orientation of buildings with adjacent buildings.

- Surface parking areas should be located on the side or behind commercial or multifamily uses. There shall be screening between uses of differing intensities to mitigate noise and light pollution. This includes separation between residential and commercial uses as well as single family and multifamily development.
- Trash dumpsters, loading areas and parking will be screened with appropriate landscaping and or fencing.
- Commercial and multi-family projects located adjacent to single-family areas should be designed to respect and be compatible with the building scale of the residential neighborhood.
- Development adjacent to a residential neighborhood should provide a transition element to that neighborhood.
- Development shall be designed and constructed to create a safe environment within the Corridor. Structures shall be designed with attention toward reducing criminal behavior and also to encourage friendly “eyes on the street”.

## **LINKAGES**

**Definition:** Physical and/or visual connections:

- Between important elements, including focal points and activity centers;
- Inside and outside of development or redevelopment projects; and,
- Throughout the Corridor and adjacent areas, such as the neighborhoods.

### ***Intent/Purpose***

- To strengthen relationships and encourage movement into and through the Corridor as well as between important elements within it, such as the Neighborhood Centers and public spaces.
- To improve way-finding and sense of orientation within the Corridor.
- To establish continuity and compatibility through the Corridor that





# URBAN DESIGN guidelines

enhances its sense of place and unique identity.

- To reinforce north/south and east/west connections within the Corridor.

## **Guidelines**

- Pedestrian linkages should:
  - ~ *Be accessible to people with disabilities;*
  - ~ *Offer a variety of visual and textural stimuli;*
  - ~ *Provide locations for rest and some relief from sun, wind, rain, and snow; and,*
  - ~ *Be designed for safety in terms of sidewalk, ramp, and roadway slopes; materials, and visibility; as well as for durability and maintainability in terms of material quality and installation method.*
- Pedestrian linkages should help visually unify the Corridor and connect to surrounding areas through the uses of a shared “palette” of materials and landscaping to create consistency. This “palette” may include benches, trash receptacles, banners, street lighting, particular types of trees, ornamental grasses or flowers, and/or consistent curb and sidewalk treatment.
- Focal points, public art for example, create a sense of place and should be located at key sites, such as Van Brunt or Benton Boulevards, which intersect St. John Avenue.



## **ACCESS**

**Definition:** The ability and opportunity for a wide range of people to move into and through the Corridor via multiple modes of transportation including bicycle, public transit, personal vehicle, or on foot. Access must be available to young and old, able-bodies and the physically challenged as well as individuals or groups.



## ***Intent/Purpose***

- To seek and provide a balance between pedestrian and motorist needs while ensuring comfort and safety for both.
- To promote a clean, orderly, visually inviting and aesthetically pleasing, active street environment for residents, workers and visitors.
- To provide efficient truck and utility service to buildings while minimizing the potential negative visual and noise impact of such service.
- To ensure suitable access for emergency vehicles and to ensure safety is maintained for all Corridor users.

## ***Guidelines***

- All access improvements including sidewalks and crosswalks shall meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Pedestrian access within a site and to public sidewalks and adjacent development, where appropriate, should be integral to the overall design of each development. Safe and convenient pedestrian access should be provided from parking areas, buildings, and adjoining properties to reinforce pedestrian traffic in the Corridor.
- Buildings should have the primary entrances fronting St. John Avenue and be easily accessible to pedestrians.
- In order to optimize the smooth flow of pedestrian traffic and minimize potential pedestrian/vehicle conflicts, curb cuts should be kept to a minimum. Continuous curb cuts are unacceptable. When off-street parking is provided, where possible internal connections between adjacent lots are encouraged to minimize curb cuts between vehicular traffic crossings and pedestrian paths.
- Access drives for service and delivery vehicles should be strategically located to minimize disruptions between other vehicular or pedestrian circulation.
- The design and location of access drives, siting of buildings and integration of landscaping and/or fencing to provide screening and buffers should buffer noise, provide visual screening and minimized any excessive light spill over to adjacent properties.





# URBAN DESIGN guidelines

## **ARCHITECTURAL CHARACTER & MATERIALS**

**Definition:** The overall building design style and detailing of structures including: construction materials, color and texture; building orientation on the site and placement of front entry; building height, width, and setbacks; building scale and massing to reinforce a comfortable human scale; and style and placement of windows and doors to compliment adjacent buildings.

### ***Intent/Purpose***

- To provide design elements that visually organize the Corridor with shared features and materials that promote compatibility and continuity between buildings and create visual consistency in the area's architecture.
- To incorporate materials, features, and significant elements that compliment other structures in the Corridor, and/or the surrounding neighborhood, which enhance and reinforce the Corridor's sense of place.
- To give human scale to an area or project – so it is inviting to pedestrians, comfortable in size, and offers familiar features and usable amenities.

### ***Guidelines***

- Architectural materials should reflect and/or compliment those that are historically predominate in the area such as brick, stone, stucco, clapboard siding, non-reflective glass, etc.
- All residential infill, redevelopment, rehabilitation, renovation, and new development should be consistent with the quality and character of traditional development in the Corridor deemed appropriate in reinforcing the desired image and character of the Corridor.

- The form and proportion of buildings should be consistent or compatible with the scale, form, building materials, massing, placement and style of doors and windows, site orientation and building proportion of existing development in the immediate area.
- Building design should promote sensitivity to transitional areas, such as from commercial to residential uses. Building elevations facing a more restrictive use like a residential use, shall provide “finished” edges using materials consistent with primary elevations. This includes the screening of mechanical equipment, trash receptacles, storage, loading docks, and parking facilities.
- The street level of non-residential structures, particularly commercial uses, should have a high level of visual openness with the majority of the street facade made up of windows using clear or minimally tinted glaze.
- Awnings and canopies are encouraged on non-residential facades, particularly in the Neighborhood Centers, to provide pedestrians relief from the sun, rain and other elements. Awnings and canopies should be incorporated into the overall building design and enhance the overall character of the Corridor.
- Architectural elements that project from the building, such as building-mounted lighting, awnings, canopies and signage, should be designed so as to ensure pedestrian safety and comfort.

## **BUILD-TO LINES AND SETBACKS**

**Definition:** Build-to lines designate where a building must be built to or abut. Setback lines are essentially the reverse of “build-to” lines. Setback lines designate the minimum distance between reference lines (usually a property line) and a building, or portion thereof.

### ***Intent/Purpose***

- To provide for a cohesive development pattern along the St. John Corridor. Build-to lines may reinforce an urban character for development in areas such as the Neighborhood Centers. Setbacks may reinforce open space, pedestrian spaces, or semi-public spaces, such as front yards in residential neighborhoods.







# URBAN DESIGN guidelines

## *Guidelines*

- Where existing building facades are aligned with only a minimum or no setback from the street creating “street walls,” infill buildings should be sited to provide a compatible setback to promote a general consistency with adjacent buildings and character of the immediate surrounds.
- New development and redevelopment is encouraged to be designed to promote a consistent, attractive, pedestrian-friendly environment compatible with an active, healthy, mixed use, urban neighborhood. Building design should maximize the amount of street frontage with uses that encourage views into buildings, such as retail, services, etc. Where a building design uses a set-back, that space should be used to accommodate sidewalk activities, such as outdoor dining, or define an entry, or similar amenities, that enhance the friendly pedestrian character of the Corridor and meet the spirit and intent of these guidelines.
- Buildings, not parking areas, should define the boundaries of open space by “framing” the space and supporting desirable activities and pedestrian traffic into and around the open space.
- Where courtyards, parking or other features create a break in the urban street frontage, landscaping, decorative fencing, monuments and/or other architectural features should be used to align with the adjacent buildings to visually and physically connect to the abutting uses and avoid gaps in the street frontage.



## **SIGNAGE**

**Definition:** A system of display boards or surfaces used for directions, identification, instructions, or advertising; usually consisting of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

### ***Intent/Purpose***

- To provide a clear and interesting method of identifying businesses or destinations, and to provide directions to adjacent uses.

### ***Guidelines***

- Signs should be limited to identification and directional signs. Wall signs, awning signs, projecting signs and other similar low scale and low visual impact signs should be used for commercial, office and industrial uses.
- Unless otherwise excepted, monument signs should not be used. In no case should pole signs, pylon signs, and billboards be allowed.
- Signs should be made of durable materials and the design, fabrication, and installation of the sign should complement materials and design character in the building.
- Signage should be simple, clear and legible to the pedestrian and motorist alike. Identification signage information should only include a company logo, name and address, and perhaps type of business, such as a shoe-shaped sign for shoe repair or a sign saying “Good Eats” for a restaurant.
- When designing new signage, entrepreneurs are encouraged to consider artistic signs that reflect the operation of a business. Such signage should be designed to be of pedestrian scale and to enhance the Corridor’s sense of place.
- Signage should not obscure important architectural features of the buildings.





# URBAN DESIGN guidelines

## **PARKING**

**Definition:** Areas designated for the temporary storage of vehicles, either in surface lots or in structures.

### ***Intent/Purpose***

- To provide safe and convenient pedestrian access to facilities served by the parking area.
- Parking lots are encouraged to provide perimeter enhancements, such as landscaping, low decorative fencing, or similar improvements to help visually screen the parking area. Enhancements are to be designed to accommodate pedestrian safety.
- Parking lots with 50 or more parking spaces should provide interior landscaping.

### ***Guidelines***

- On-street parallel parking should be preserved whenever possible.
- Bicycle parking areas should be made available throughout the Corridor.
- Off-street parking should be located at the sides or rear of structures. Off-street parking lots should be separated from streets and green space, such as a park, by a decorative wall and/or a landscaped perimeter which includes trees at approximately 30 feet on-center, low shrubbery and/or flowers. All plants should be selected to be well-suited for an urban environment.
- Parking aisles in off-street parking lots, where feasible, are encouraged to be aligned perpendicular to the entry or sidewalk of the building the lot serves in order to increase pedestrian safety by decreasing the number of traffic lanes pedestrians must cross.

- Multiple small parking lots are more desirable than a single large lot; larger surface lots should be subdivided with landscaped islands including shade trees.
- Pedestrian walkways and plazas adjacent to parking and driveways should be visually and spatially separated through the use of site elements including bollards, lighting, landscaping, and special pavement treatments.
- Trash dumpsters, loading areas and parking will be screened with appropriate landscaping and or fencing.

## **STREETSCAPE**

**Definition:** Consists of enhancements in the public the right-of-way including the roadway, medians and associated landscaping, fountains, public art, sidewalks, street lighting, pedestrian lighting, traffic signals, signs, benches, trash containers, newspaper and other vending machines, and transit stops and shelters within the area of the right-of-way.

### ***Intent/Purpose***

- To provide an attractive pleasant, visually interesting, comfortable environment that adds friendly “eyes on the street” and encourages desirable activities in an “18 Hour Neighborhood”.
- To create a unique visual identity for Neighborhood Centers and the Corridor as a whole.
- To provide a balance of safety, comfort and convenience for pedestrians and motorists.
- To provide ease of orientation for both pedestrians and motorists.
- To provide a design element throughout the Corridor that establishes and then reinforces a sense of place and image for the area.
- To provide a safe, visible, and pleasant separation of pedestrians as well as vehicles.
- To promote the design of surrounding development that compliments human scale.





# URBAN DESIGN guidelines

## ***Guidelines***

- Streetscape plans are encourage to be prepared for all development/redevelopment along St. John Avenue and major cross streets including arterials and boulevards.
- Streetscape plans should include sidewalks, benches and trash cans at transit stop locations.
- Where a historic landscape plan was developed, the streetscape should be consistent with the plan. All streetscape plans for boulevards are subject to review and approval by the Board of Parks and Recreation Commissioners, and shall conform to the Park and Recreation's Tree Master Plan for Boulevards and Parkways.
- Landscaping and other streetscape amenities in the Corridor should be compatible and create uniformity in support of an overall Corridor theme. Where possible, a common palette of plant materials should be repeated to add continuity and rhythm.

## **LIGHTING**

**Definition:** Natural and artificial sources of illumination, particularly street lighting, pedestrian level lighting, lighting of signs and architectural features.

## ***Intent/Purpose***

- To enable people within a development or passing through to comfortably find their destinations and conduct their activities safely in an attractive, viable neighborhood/business environment.
- To enliven an area and highlight the positive, desirable features in for the surrounding district.
- To increase the sense of security without negatively impacting abutting uses, particularly surrounding residences.





## ***Guidelines***

- The design of developments and redevelopments should include a lighting plan to serve multiple purposes, including good vehicular and pedestrian visibility, safety and security, illumination of activity areas, and accent lighting for architectural features and landscaping.
- Glare and spillage of light into adjacent properties should be kept to a minimum through design of the light with height and spacing, placement on the site, the use of cut-off fixtures, shields and/or other devices which control the direction of the light; low noise level lights should be used especially adjacent to residential uses.
- Sidewalks and walkways in Neighborhood Centers should have pedestrian level lighting; combination pedestrian and street.
- The design of exterior light fixtures for buildings should be complimentary throughout a development, or within a node, but need not be consistent throughout the Corridor. The light source is encouraged to be metal halide and is recommended to be used consistently.

## **STREET FURNITURE**

**Definition:** Those features associated with a street that are intended to enhance that street's physical character and provide added comfort and convenience for pedestrians, such as benches, trash receptacles, and newspaper vending machines.

### ***Intent/Purpose***

- To promote pedestrian use of the Corridor by providing comfortable, convenient outdoor amenities near activity centers and gathering places.

## ***Guidelines***

- Street furniture should be strategically located throughout the Corridor to enhance pedestrian patterns.
- Street furniture should not be obtrusive and should not interfere with pedestrian circulation.
- Street furniture should be durable, easily maintained, and consistent and complement other design features in the Corridor including nearby architecture.





# URBAN DESIGN guidelines

## **LANDSCAPING**

**Definition:** Plantings and associated hardscape (walls, solid edges/borders) within the public and private open space.

### ***Intent/Purpose***

- To provide a setting or context for structures in a development that can:
  - ~ minimize runoff;
  - ~ cool and purify the air;
  - ~ lower heating and cooling costs;
  - ~ provide a habitat for birds and other wildlife;
  - ~ provide shade and comfort for pedestrians;
  - ~ muffle noise;
  - ~ provide visual screens;
  - ~ provide a sense of place and scale;
  - ~ contribute to surrounding property values; and
  - ~ provide a transition from vehicular amenities to pedestrian amenities.
- To create a common, recognizable theme in the Corridor.

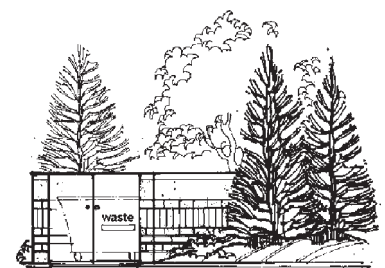


### ***Guidelines***

- All development and redevelopment projects are encouraged to implement a landscape plan that accomplishes the following:
  - ~ Preserves healthy attractive plant materials of significant size (trees of two inch caliper or larger);



- ~ Includes a combination of evergreen and deciduous plant material, preferably with multiple year-round ornamental qualities in coloration, bark, form, fragrance, fruit and flowers;
  - ~ Emphasizes low-maintenance, water-conserving plants that are well adapted to an urban environment and Kansas City's climate and soils, including use of indigenous plant materials;
  - ~ Cluster plant materials to provide plantings that are less likely to dry out, and are easier to maintain than scattered single plants, shrubs or trees;
  - ~ Complements the project and the structures, including parking areas, by using design to frame significant views and screen negative views, mitigate harsh environmental effects including summer sun and winter winds;
  - ~ Minimizes safety concerns by avoiding landscaping that may block security lighting, public views into an area; and/or clear views for pedestrians and motorists; and,
  - ~ Includes street tree plantings generally spaced approximately one street tree per 40 feet of lineal street frontage on all streets. Size, type and spacing to be approved by the City Forester and/or Board of Parks and Recreation Commissioners as appropriate.
- Materials should be planted so as not to block views to building entrances or signage or to create "hiding places".
  - In areas where open space is restricted such as in the Neighborhood Centers, use of planters, hanging baskets, window baskets, flower pots or other means of incorporating vegetation should be used.
  - Use in a recurring pattern of materials, colors, forms, and placement to create a uniform appearance at Neighborhood Centers, Gateways and throughout the Corridor.
  - New residential uses should provide a minimum of two trees – one street tree and one understory/ornamental tree – for every 50 linear feet of street frontage. Use of flowers, shrubs and other ground cover in the front yard is encouraged.
  - Landscaping materials and placement should not hinder or obstruct vehicular or pedestrian circulation, nor block sight lines at intersections, driveways, crosswalks, or building entrances.
  - Trash dumpsters, loading areas and parking will be screened with appropriate landscaping and or fencing.





# URBAN DESIGN guidelines

## **OPEN SPACE**

**Definition:** All areas not occupied by buildings, streets or parking lots and intended to be primarily for pedestrians, including but not limited to sidewalks, parks, plazas, and similar places for gathering, relaxing, or circulating.

### ***Intent/Purpose***

- To provide positive space that is used to add value to the environment and connect building and nodes of development like the Neighborhood Centers.
- To provide opportunities for people to interact or feel comfortable, whether they are involved in active or passive enjoyment of the space or adjacent space(s).
- To complement and help unify the desired character and identity for the St. John Corridor.
- To preserve and enhance view corridors.
- To balance building massing location and use(s) so as to provide human scale and interest.

### ***Guidelines***

- Open space should first be explored as a “system” that interconnects throughout the Corridor.
- Open space should be designed as an integral part of the overall building and site design. It should not be considered left over space after the building(s) are sited, parking, entrances located, etc.
- Open space for all projects should be designed to ensure “friendly eyes” on the space and include spaces that will attract activity, such as courtyard with seating, a fountain or other water feature, ornamental planting or a garden, sculpture or other outdoor art, pedestrian lighting, shade, and other features which help create outdoor rooms or gathering spaces.
- User safety should be a primary consideration in open space design. The spaces should convey a feeling of openness and security. Blind alley space and dead-end spaces are not acceptable.

# INFRASTRUCTURE

The St. John Corridor is envisioned as a unique, easily recognizable area with historic character visible throughout, but particularly at its “Gateways” and “Neighborhood Centers.” When the community’s vision is realized, the Corridor will be safe and walkable with a variety of pedestrian activities, clean, and well-served by multiple modes of transportation. Compatible mixed use development including commercial, office, institutional, and residential uses will be housed in well planned Neighborhood Centers that preserve the Corridor’s character, and enhance it through the use of neighborhood friendly land uses and activities, improved basic services (e.g. well-maintained streets, sidewalks/curbs, and traffic signals), attractive streetscape and other infrastructure improvements.

Participants in the planning process identified the following infrastructure improvements as most desirable to achieve the vision:

- Street Resurfacing
- Crosswalks
- Curbs
- Sidewalks
- Curb Inlets
- Traffic Signals
- Banners
- Benches
- Trash Receptacles
- Pedestrian Lighting
- Street Trees
- Other Landscape Materials



*Banners help create an identity for a corridor or district.*







# INFRASTRUCTURE

This section provides preliminary estimates of probable costs or planning estimates for potential infrastructure improvements, based on 2004 dollars. These conceptual cost estimates will need to be refined based on preliminary design plans to be developed in later phases, and will need to take into account the rate of inflation.

For each improvement a “high” and “low” project unit cost is provided. These ranges represent anticipated maximum and minimum costs associated with each item based on the stated assumptions within this section.

## Phasing

Implementation of the community’s vision for the St. John Corridor will be an on-going process that evolves over time. During this time the community will be challenged to identify and prioritize how investments will be targeted. This projected “phasing” will be the community’s “to do list” – a statement of wanted and needed improvements, listed by importance.

Initial improvements or priorities should establish a sense of immediate progress and community accomplishment. During the planning process, community residents indicated that priority investment in the Corridor should occur along St. John Avenue at Hardesty and Elmwood Avenues. Residents also suggested that improvements begin near the center of the Corridor, for example, at Budd Park, and move east toward Belmont Boulevard and west toward Gladstone Boulevard.

Regardless of location, all Corridor infrastructure improvements should be thought of in a comprehensive manner that will ensure optimum coordination of projects and effective use of funds, material, and labor. It is important to design, plan, and construct projects to minimize demolition/removal of recent improvements. This strategy applies to streets, curbs, sidewalks, and all other public improvements.



Trees and lighting should be addressed before sidewalks and curbs are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and covered with removable pavers for future planting. Electric service for streetlights can be run and stubbed for future light locations.

These strategies allow for the easy addition of trees and pedestrian lighting and minimize disruption, such as demolition, patch, or replacement, of other recent improvements. They also ensure that Corridor infrastructure investment is thoughtfully planned and spent.



### Conceptual Infrastructure Cost Summary

Improvement	Purpose	Unit	Unit Cost	
			Low	High
Crosswalk	pedestrian visibility	per intersection	\$10,560	\$13,440
Curbs	per block	per block	\$100,000	\$100,000
Basic Curbs & Sidewalks	per block	per block	\$100,000	\$100,000
Additional Sidewalk Width/Detail	lineal foot	lineal foot	\$70	\$105
Curb Inlets	per inlet	per inlet	-	\$2,500
Traffic Signals	per intersection	per intersection	\$100,000	\$140,000
Banners	per banner	per banner	\$500	\$800
Benches	per bench	per bench	\$1,200	\$2,400
Trash Receptacles	per receptacle	per receptacle	\$800	\$1,200
Pedestrian Lighting	per light	per light	\$1,800	\$3,000
Street Trees - no wells	per tree	per tree	\$250	\$600
Street Trees - with wells	per tree	per tree	\$1,000	\$1,500
Gateway Markers/Signs	per marker	per marker	\$10,000	\$20,000

#### Additional Costs

Other Landscaping & Amenities (10% of subtotal)  
 Design and Administration Fees (15% of construction costs)  
 Project Contingency (10% of construction costs)  
 Costs are in 2004 dollars

#### Note:

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.



# INFRASTRUCTURE

## Assumptions

As part of the St. John Corridor planning process, a Corridor visual assessment was completed. Data from utility providers and City departments/agencies responsible for transportation, parks, sewer, water, and stormwater utility service was also reviewed and evaluated according to the Corridor's existing conditions and proposed infrastructure and streetscape improvements. Below is an outline of the assumptions made for each improvement. A description of the proposed improvement areas can be found in the *Recommendations for Gateways and Mixed-use Centers* Section that follows.

## STREET RESURFACING

- Street resurfacing is to be completed by the Department of Public Works according to their pavement rating, scheduling and improvement prioritization. (September 2004 the Department resurfaced St. John Avenue from Hardesty Avenue to Belmont Boulevard).
- Area specific development and infrastructure upgrades should be coordinated with Public Works' resurfacing schedule.

- Resurfacing will meet Public Works' design standards for secondary arterial street resurfacing.
- Resurfacing is to be funded through the motor vehicle tax and supplemental bonds.

## CROSSWALKS

- Standard crosswalks are projected at every signalized intersection.
- Crosswalks are to be striped and assumed to be 6' to 10' wide, with a 6" to 12" line identifying the edges.
- When St. John Avenue is resurfaced, crosswalks located at Neighborhood Centers and Gateways will be enhanced, such as with stamped asphalt crosswalks 10' to 12' wide.



## **CURBS**

- Curbs are recommended to be replaced when sidewalks are replaced.
- For Neighborhood Centers and Corridor Gateways, it is recommended that curbs are replaced on side streets (for a depth of ½ block ensuring a smooth transition to the existing curb) in conjunction with the improvements on St. John Avenue.

## **SIDEWALKS**

- Sidewalks are projected to be no less than 5-foot wide, except in Neighborhood Centers where sidewalks will extend from the back of curb to the face of the building or to the property line (average 12-foot width).
- For Neighborhood Centers and Corridor Gateways, it is recommended that sidewalks will be replaced on side streets (for a depth of ½ block ensuring a smooth transition to the existing sidewalk) in conjunction with the improvements on St. John Avenue.

## **CURB INLETS**

- All existing inlets have been evaluated and determined to be out of date and therefore need to be replaced to ensure adequate storm water drainage to reduce and/or avoid area flooding.
- Existing inlets average two per block and are expected to remain.

## **TRAFFIC SIGNALS**

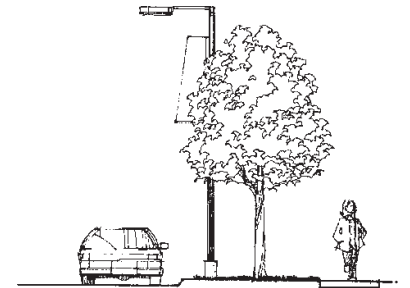
- All traffic signals have been evaluated and determined to be out of date and in need of replacement.
- Replacements should be scheduled with curb and sidewalk replacement and/or street resurfacing to minimize disruption to area businesses, residents, and traffic as well as to reduce patch and repair work to new upgrades.

## **BANNERS**

- The use of aluminum, mylar, or vinyl banners with a life of 10 years or greater is projected.
- Banners should be vented or of mesh fabric to reduce wind load damage to streetlight assemblies
- Banners are recommended to be placed on existing street light and utility poles. They should be attached to City owned poles with clamps or bands.
- An average of four banners per block face is estimated for Corridor Gateways and Neighborhood Centers with two banners per block elsewhere.

## **BENCHES**

- Benches are recommended to be reminiscent of historic styles used in Kessler Park and Budd Park.
- Benches are to be constructed of durable materials and anchored in place.
- Benches are recommended to be placed at each corner of the intersection at Gateways and Neighborhood Centers.





# INFRASTRUCTURE

## **TRASH RECEPTACLES**

- Receptacles should compliment the style of benches.
- One trash receptacle is encouraged to be placed on each block face as well as near the bench(es) located on the block.

## **PEDESTRIAN LIGHTING**

- An average of six pedestrian lights is projected per block (three per block face) in activity areas. An average of four lights (2 per block face) is projected for short or half blocks.

## **STREET TREES**

- Overstory trees are recommended throughout the Corridor.
- Trees are to be 2.0" caliper or greater at installation, healthy, suited for an urban setting and recommended by the City of Kansas City's forester.
- The average spacing of street trees should be 40' to 50'.

- It is recommended that a more intense level of trees be planted at the Neighborhood Centers and Gateways in the Corridor. Trees at these locations should have an average spacing of 25' -30' feet. As conditions allow, trees planted outside the Centers and Gateways should be spaced approximately 40' -50'.
- Tree planting beds of not less than 4' x 10' x 2 ½ ' deep per tree that allow adequate root zone and acceptable soil conditions for the tree are encouraged. Trees should not be planted in boxes, pits, or wells.

## **OTHER LANDSCAPING**

- Understory and ornamental trees, shrubs, ground covers, annuals, perennials, sod, planters and/or architectural elements should be used to the extent feasible in the Corridor and in a manner consistent with the historic character, image and goals of the St. John Corridor.

## **ADDITIONAL COSTS FOR ALL ESTIMATES**

- Design and administration fees should be added at 15% of construction costs.
- A project contingency (additional unforeseen costs) of 10% of construction costs should be added.



# RECOMMENDATIONS

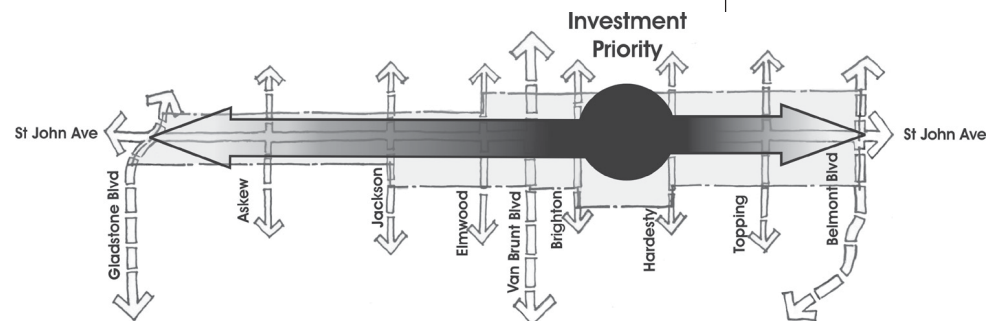
## for gateways & mixed-use centers

Participants in the planning process indicated that initial investments should be concentrated in highly visible, centrally located improvements at “Gateways” and mixed-use “Neighborhood Centers.”

The “Gateways” and the activity areas surrounding them will form a visitor’s first impression of the Corridor. Gateway features identify the Corridor as unique and serve as “beacons” to attract the community to special amenities and activities along St. John Avenue as well as to attract new investment in the area.

The “Neighborhood Centers” will provide limited neighborhood-oriented services to nearby residents and also enhance the visitor’s impression of the Corridor. The **FOCUS Kansas City Plan** identifies three mixed-use neighborhood centers along St. John Avenue at the intersections of Askew Avenue, Elmwood Avenue, and the area around Budd Park. Participants in the St. John Corridor planning process supported such designations for those areas.

Because of their special status and potential to have the most significant impacts in the Corridor, participants identified the need for target investments in these areas to start at the center of the Corridor and then move outward toward Belmont Boulevard on the east and Gladstone Boulevard on the west.



This chapter describes the following recommendations for each of the identified Gateways and mixed-use Neighborhood Centers:

- land use recommendations;
- design recommendations;
- infrastructure recommendations; and
- preliminary estimates of probable costs.





# RECOMMENDATIONS

for gateways & mixed-use centers

## Benton Boulevard Gateway

The Benton Boulevard Gateway is the western-most entry into the St. John Corridor and creates the first impression at the west boundary. Much of the character of this western Corridor Gateway is defined by the turn of the century structures and amenities in Kessler Park, including the Colonnade which appears as a western terminus to St. John Avenue.



Currently, the intersection of St. John Avenue and Benton Boulevard consists of a landscape “circle” within the right-of-way. With limited enhancements, this entrance into the Corridor will announce St. John as a community with historic character. Such enhancements include improved traffic circulation, Gateway monuments and streetscape improvements to announce the west end of the Corridor.



## **LAND USE RECOMMENDATIONS**

- Preserve the existing open space and residential development patterns and density.
- Encourage the renovation or redevelopment of deteriorated multistory apartments.
- Encourage single-family houses that have been converted to multi-family uses to be returned to their original single-family use.
- Develop new single-family residential infill with architecture complimentary to and consistent with the historic residential architecture.
- Encourage the redevelopment of existing commercial uses to allow for residential uses above.

## **DESIGN RECOMMENDATIONS**

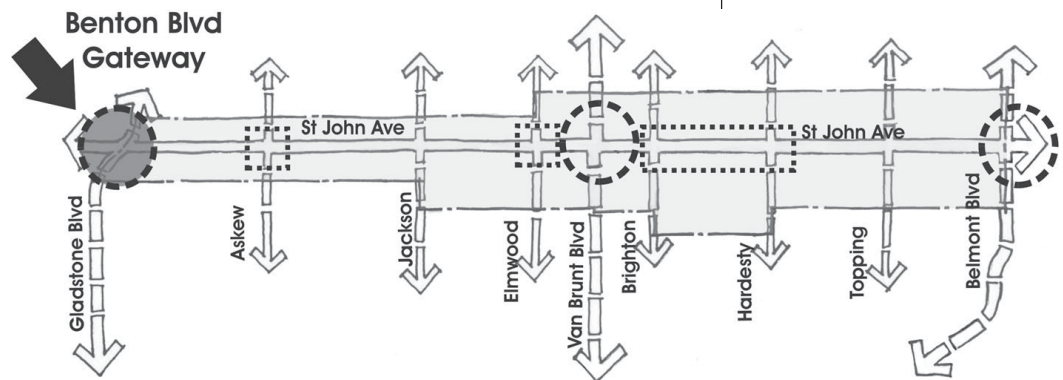
Development initiatives and design guidelines should retain the historic character of the residential development and protect the character at the Gateway.

Guidelines include:

- Encourage uniform setbacks and lot widths consistent with the existing building residential setbacks and lot widths.
- Exterior features including front porches, garages behind houses, operable windows and exterior materials, such as insulation and

finish systems, brick, stone, lapboard siding and stucco, batten board, and vinyl siding should be compatible to those predominately used throughout the Corridor.

- Use materials compatible with historic residential design, including brick, stone, lapboard siding and stucco. Board and batten, vinyl siding are not acceptable in new construction and should only be allowed by exception for existing construction.
- Incorporate a monument sign or Gateway marker and banners into the Benton Boulevard Gateway designed to announce arrival to the St. John Corridor. The design of such elements must not to create a visual distraction or safety conflict for motorists.
- Use a uniform color and logo on street signs to distinguish the Corridor from surrounding areas.



# RECOMMENDATIONS

for gateways & mixed-use centers

## INFRASTRUCTURE RECOMMENDATIONS

- Install street trees, ornamental trees and other landscaping to create a grand entrance. Use complimentary landscaping materials throughout the Corridor.
- Because benches, trash receptacles and pedestrian lighting are provided nearby in Kessler Park, they are not envisioned for this entrance except in conjunction with transit stops.
- Repeat ornamental lighting or a compatible alternate used in Kessler Park to improve visibility of the Gateway in the evening.
- Install crosswalks across St. John Avenue and Benton Boulevard to identify pedestrian activity and to create a visual connection between Kessler Park and St. John Avenue. Crosswalks should be designed in accordance with traffic engineering design standards.
- Improve vehicular circulation at the existing “traffic circle” to reduce confusion for both vehicles and pedestrians.



- Coordinate replacement of deteriorated curb inlets and sidewalk infrastructure improvements with the Gateway improvements.
- Coordinate and receive approval of all infrastructure improvements with the Department of Public Works to ensure they do not restrict intended street function, are safe, offer reasonable maintenance, and constructed in coordination with each other and other projects that impact construction.
- Coordinate and receive approval of all improvements near Benton Boulevard and Kessler Park with the Board of Parks and Recreation Commissioners to ensure compatibility with historic boulevard and park designs.

## OPINION OF PROBABLE COSTS

Following is a preliminary cost estimate in 2004 dollars for improvement of the Benton Boulevard Gateway. Prior to determining phasing, a preliminary design for the recommended improvements must be developed. Although individual improvements can be separated out or combined to

create smaller phases, the timing and cost of the phases will be greatly influenced by the scope of the preliminary design plans. The construction of each phase is also important, as appropriate phasing will minimize the demolition, patch and repair, or replacement of recently constructed improvements.



### Conceptual Improvement Cost Estimates – Benton Boulevard Gateway

Improvement	Unit	Average Quantity of Units in Benton Blvd. Gateway	Unit Cost		Improvement Cost	
			Low	High	Low	High
Crosswalks	per intersection	1.5 intersection	\$10,560	\$13,440	\$15,840	\$20,160
Basic Curbs & Sidewalks	per block	1.5 blocks	\$100,000	\$100,000	\$150,000	\$150,000
Additional Sidewalk Width/Detail	lineal foot	-	\$70	\$105	\$0	\$0
Curb Inlets	per inlet	3 inlets	-	\$2,500	\$7,500	\$7,500
Traffic Signals	per intersection	1 intersection	\$100,000	\$140,000	\$100,000	\$140,000
Banners	per banner	4 banners	\$500	\$800	\$2,000	\$3,200
Benches	per bench	2 benches	\$1,200	\$2,400	\$2,400	\$4,800
Trash Receptacles	per receptacle	2 receptacles	\$800	\$1,200	\$1,600	\$2,400
Pedestrian Lighting	per light	8 lights	\$3,000	\$5,000	\$24,000	\$40,000
Street Trees	per tree	16 trees	\$400	\$600	\$6,400	\$9,600
<b>Subtotal</b>					<b>\$309,740</b>	<b>\$377,660</b>
Other Landscaping & Amenities (10%)					\$30,974	\$37,766
Gateway Markers/Signs		2 markers	\$10,000	\$20,000	\$20,000	\$40,000
"Circle" Design Enhancements		1 intersection	\$30,000	\$40,000	\$30,000	\$40,000
<b>Construction Costs</b>					<b>\$360,714</b>	<b>\$455,426</b>
Design and Administration Fees (15%)					\$54,107	\$68,314
Project Contingency (10%)					\$36,071	\$45,543
<b>Total Project Costs</b>					<b>\$450,893</b>	<b>\$569,283</b>

*Note:*

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.







# RECOMMENDATIONS

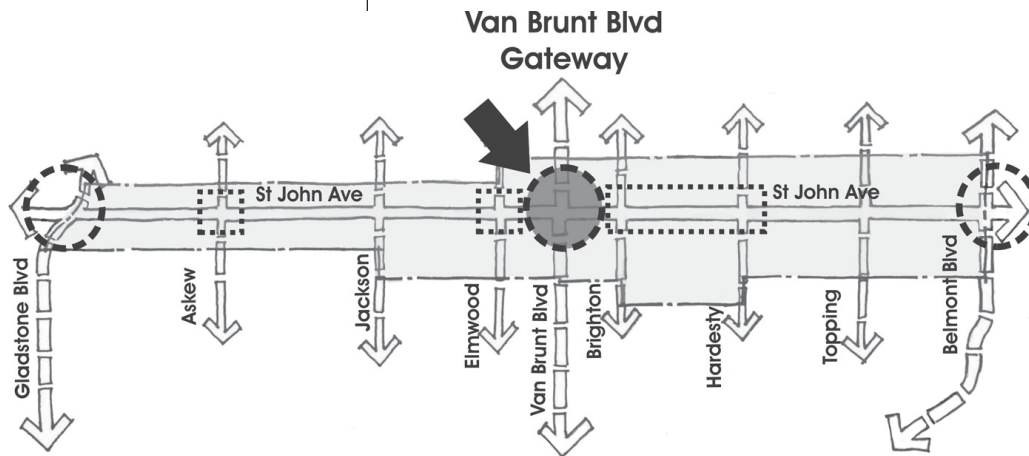
for gateways & mixed-use centers

## Van Brunt Boulevard Gateway

Van Brunt Boulevard is one of the Corridor's primary connections to Independence Avenue located to the south. It links the neighborhood services available in the Corridor to the regional ones present along the Avenue. The area around this intersection is residential, and thus provides an

opportunity to showcase the Corridor's historic residential charm. This intersection also provides an opportunity to repeat the Gateway theme established at the east and west ends of the St. John Corridor.

This Gateway is envisioned as a combination of function and style. A traffic calming mechanism located within the Boulevard's wide right-of-way (100 feet wide) could accommodate a variety of improvements, potentially public art or a Gateway monument. Such an improvement is intended to calm traffic and provide a central visual reference within the Corridor.



### LAND USE RECOMMENDATIONS

- Preserve the existing residential development pattern.
- Reflect the historic residential architecture in residential redevelopment, new construction, and rehabilitation projects.



## **DESIGN RECOMMENDATIONS**

Development initiatives and design guidelines for this area must retain and reinforce the historic character of the residential development and protect the character at the Gateway. The design guidelines include the following:

- Setbacks and lot widths consistent with the existing building residential setbacks and lot widths are encouraged.
- Features including front porches, garages behind houses, 1 ½ and 2 story homes, operable windows as well as the exterior insulation and finish system should be comparable.



- Use materials compatible with historic residential design, including brick, stone, lapboard siding and stucco. Board and batten and vinyl siding are not acceptable in new construction and should only be allowed by exception for existing construction.
- Incorporate the addition of a traffic calming mechanism that both compliments the circular design of the Benton Boulevard Gateway and reduces the speed of traffic within close proximity to the intersection of Benton Boulevard at St. John Avenue. This improvement should be designed so as not to encroach on existing residential uses.
- Incorporate a monument sign or Gateway marker and banners into the Van Brunt Boulevard Gateway to announce the St. John Corridor. Include such elements as part of a traffic calming mechanism, if the features can be provided without creating visual safety conflicts for motorists or pedestrians.
- Use a uniform color and logo on street signs to distinguish the Corridor from surrounding areas.
- Use public art, such as “historic” columns or stone monuments or other features which provide a visual tie to the design of the historic structure in Kessler Park to the west and Budd Park to the east, and to establish visual continuity throughout the Corridor.





# RECOMMENDATIONS

for gateways & mixed-use centers

## **INFRASTRUCTURE RECOMMENDATIONS**

- Install street trees, ornamental trees, and other landscaping to create a grand entrance. Use complimentary landscaping materials throughout the Corridor. Incorporate low growing landscape plantings in the center island of any traffic calming mechanism developed within the street intersection, provided such plantings do not create a visibility conflict for motorists.
- Use ornamental lighting similar or compatible to that in Kessler Park within the Van Brunt Boulevard Gateway to improve the visibility of the intersection.
- Install crosswalks across St. John Avenue and Van Brunt Boulevard to identify pedestrian activity. If a single substantial traffic calming mechanism is developed, pedestrian crossings should be moved behind the intersection allowing pedestrians to cross before the vehicles enter it, thus increasing pedestrian safety. Pedestrian crossings should be moved back in accordance with traffic engineering design standards.
- Benches, trash receptacles and other street furniture are not recommended at this time for this intersection except in conjunction with transit stops.
- Coordinate replacement of deteriorated curb inlets and sidewalk infrastructure improvements with the Gateway improvements and any infrastructure and/or public right-of-way improvements as much as possible.
- Coordinate and receive approval of all infrastructure improvements with the Department of Public Works to ensure they do not restrict intended street function, are safe, offer reasonable maintenance, and constructed in coordination with each other and other projects that impact construction.
- Coordinate and receive approval of all improvements near Van Brunt Boulevard with the Board of Parks and Recreation Commissioners to ensure compatibility with historic boulevard and park designs.

## OPINION OF PROBABLE COSTS

Following is a preliminary cost estimate in 2004 dollars for improvement of the Van Brunt Boulevard Gateway. Prior to determining phasing, a preliminary design for the recommended improvements must be developed. Although individual improvements can be separated out or combined to create

smaller phases, the timing and cost of the phases will be greatly influenced by the scope of the preliminary design plans. The construction of each phase is also important, as appropriate phasing will minimize the demolition, patch and repair, or replacement of recently constructed improvements.



### Conceptual Improvement Cost Estimates – Van Brunt Boulevard Gateway

Improvement	Unit	Average Quantity of Units in Van Brunt Gateway	Unit Cost		Improvement Cost	
			Low	High	Low	High
Crosswalks	per intersection	1 intersection	\$10,560	\$13,440	\$10,560	\$13,440
Basic Curbs & Sidewalks	per block	2 blocks	-	\$100,000	\$200,000	\$200,000
Additional Sidewalk Width/Detail	lineal foot	-	\$70	\$105	\$0	\$0
Curb Inlets	per inlet	4 inlets	-	\$2,500	\$10,000	\$10,000
Traffic Signals	per intersection	1 intersection	\$100,000	\$140,000	\$100,000	\$140,000
Banners	per banner	6 banners	\$500	\$800	\$3,000	\$4,800
Benches	per bench	-	\$1,200	\$2,400	\$0	\$0
Trash Receptacles	per receptacle	-	\$800	\$1,200	\$0	\$0
Pedestrian Lighting	per light	16 lights	\$3,000	\$5,000	\$48,000	\$80,000
Street Trees	per tree	32 trees	\$400	\$600	\$12,800	\$19,200
<b>Subtotal</b>					<b>\$384,360</b>	<b>\$467,440</b>
Other Landscaping & Amenities (10%)					\$38,436	\$46,744
Gateway Markers/Signs		4 markers	\$10,000	\$20,000	\$40,000	\$80,000
Roundabout		1 roundabout	\$150,000	\$250,000	\$150,000	\$200,000
<b>Construction Costs</b>					<b>\$462,796</b>	<b>\$594,184</b>
Design and Administration Fees (15%)					\$69,419	\$89,128
Project Contingency (10%)					\$46,280	\$59,418
<b>Total Project Costs</b>					<b>\$578,495</b>	<b>\$742,730</b>

Note:

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.





# RECOMMENDATIONS

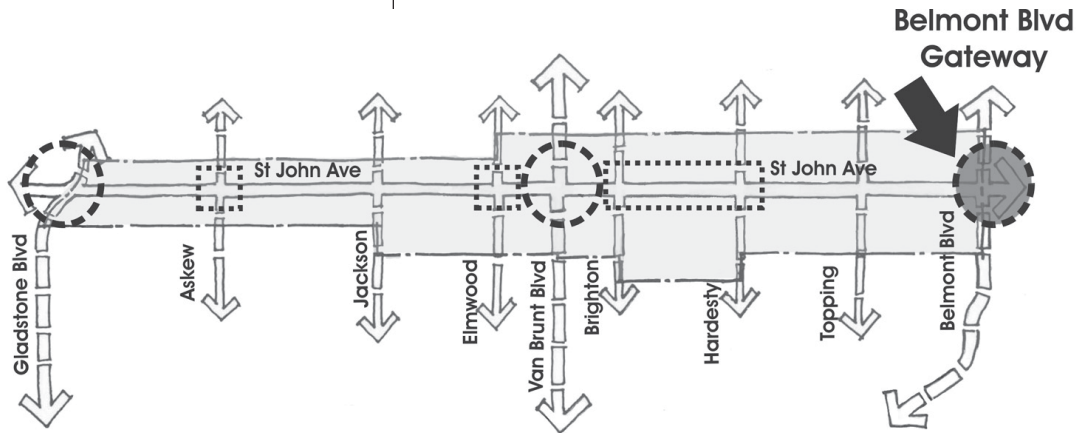
for gateways & mixed-use centers

## Belmont Boulevard Gateway

The Belmont Boulevard Gateway is one of the most crucial improvement areas in the St. John Corridor. The intersection of Belmont and St. John Avenue is the heaviest traveled intersection in the Corridor. It creates the first impression of St. John Avenue to many visitors and it is a primary access for many area residents. Existing commercial and industrial development at the intersection does not reflect the predominantly residential character

of the neighborhood to the west, nor does it visually relate to the historic commercial structures to the east.

Although the existing uses at this intersection are less representative of the Corridor, opportunities exist to visually link this intersection to the area's historic character through repetition of design elements used elsewhere in the Corridor. This Gateway is envisioned as more "contemporary" in appearance, with bolder elements required to visually compete with the surrounding uses.





## **LAND USE RECOMMENDATIONS**

- Redevelopment of light industrial uses as part of a mixed-use and service commercial district at the intersection.
- Designate the Montgomery Wards building at the northeast corner of the St. John Avenue and Belmont Boulevard intersection to be targeted as mixed-use to include retail and neighborhood commercial, office and institutional uses.
- Reflect the historic commercial architecture found elsewhere in the Corridor in commercial redevelopment, new construction, and rehabilitation projects.

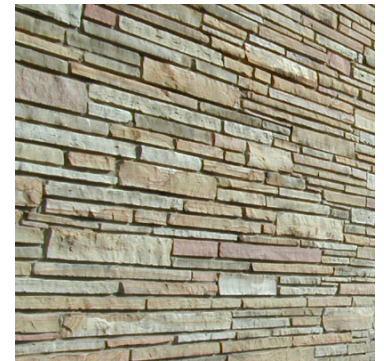
## **DESIGN RECOMMENDATIONS**

Development initiatives and design guidelines for this area must retain the historic residential and commercial character throughout the Corridor. The design guidelines include the following:

- Use materials compatible with historic commercial design, including brick, stone, stucco and other visually appealing masonry.
- Use a circular, stamped concrete, pavement marking in the intersection to repeat the circular design of the Benton Boulevard and Van Brunt Gateways.
- Incorporate a monument sign or Gateway marker and banners into the Belmont Boulevard Gateway to announce the St. John Corridor.
- Use a uniform color and logo on street signs to distinguish the Corridor from surrounding areas.
- Use public art in character with the other Gateways to help visually tie the Corridor together.



*Articulated intersections like this one helps create a sense of arrival in a neighborhood.*



*Stone facade of on an existing commercial building in the Corridor.*





# RECOMMENDATIONS

for gateways & mixed-use centers

## **INFRASTRUCTURE RECOMMENDATIONS**

- Install street trees, ornamental trees, and other ornamental landscaping to create a grand entrance. Landscaping materials should be consistent with landscaping used throughout the Corridor.
- Ornamental lighting is repeated from Benton and Van Brunt Boulevard Gateways and improves the visibility of the intersection and circular feature.
- Install crosswalks across St. John Avenue and Belmont Boulevard to identify pedestrian activity and to provide a visual connection to the Northeast Athletic Fields to the east. Use appropriate pedestrian crossing signals.
- Because no other neighborhood center or pedestrian gathering place is planned nearby, benches and trash receptacles are recommended for the Gateway. Coordinate these improvements with transit stops and area businesses to assist with maintenance.
- Coordinate replacement of deteriorated curb inlets and sidewalk infrastructure improvements with the Gateway improvements and any infrastructure and/or public right-of-way improvements as much as possible.

- Coordinate and receive approval of all infrastructure improvements with the Department of Public Works to ensure they do not restrict intended street function, are safe, offer reasonable maintenance, and constructed in coordination with each other and other projects that impact construction.



- Coordinate and receive approval of all improvements near Belmont Boulevard with the Board of Parks and Recreation Commissioners to ensure compatibility with historic boulevard and park designs.

## OPINION OF PROBABLE COSTS

Following is a preliminary cost estimate in 2004 dollars for improvement of the Belmont Boulevard Gateway. Prior to determining phasing, a preliminary design for the recommended improvements must be developed. Although individual improvements can be separated out or combined to create

smaller phases, the timing and cost of the phases will be greatly influenced by the scope of the preliminary design plans. The construction of each phase is also important, as appropriate phasing will minimize the demolition, patch and repair, or replacement of recently constructed improvements.



### Conceptual Improvement Cost Estimates – Belmont Boulevard Gateway

Improvement	Unit	Average Quantity of Units in Belmont Blvd Gateway	Unit Cost		Improvement Cost	
			Low	High	Low	High
Crosswalks	per intersection	1.5 intersection	\$10,560	\$13,440	\$15,840	\$20,160
Basic Curbs & Sidewalks	per block	1.5 blocks	-	\$100,000	\$150,000	\$150,000
Additional Sidewalk Width/Detail	lineal foot	-	\$70	\$105	\$0	\$0
Curb Inlets	per inlet	3 inlets	-	\$2,500	\$7,500	\$7,500
Traffic Signals	per intersection	1 intersection	\$100,000	\$140,000	\$100,000	\$140,000
Banners	per banner	4 banners	\$500	\$800	\$2,000	\$3,200
Benches	per bench	-	\$1,200	\$2,400	\$0	\$0
Trash Receptacles	per receptacle	-	\$800	\$1,200	\$0	\$0
Pedestrian Lighting	per light	8 lights	\$3,000	\$5,000	\$24,000	\$40,000
Street Trees	per tree	16 trees	\$400	\$600	\$6,400	\$9,600
<b>Subtotal</b>					<b>\$305,740</b>	<b>\$370,460</b>
Other Landscaping & Amenities (10%)					\$30,574	\$37,046
Gateway Markers/Signs		2 markers	\$10,000	\$20,000	\$20,000	\$40,000
<b>Construction Costs</b>					<b>\$356,314</b>	<b>\$447,506</b>
Design and Administration Fees (15%)					\$53,447	\$67,126
Project Contingency (10%)					\$35,631	\$44,751
<b>Total Project Costs</b>					<b>\$445,393</b>	<b>\$559,383</b>

**Note:**

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.



# RECOMMENDATIONS

for gateways & mixed-use centers

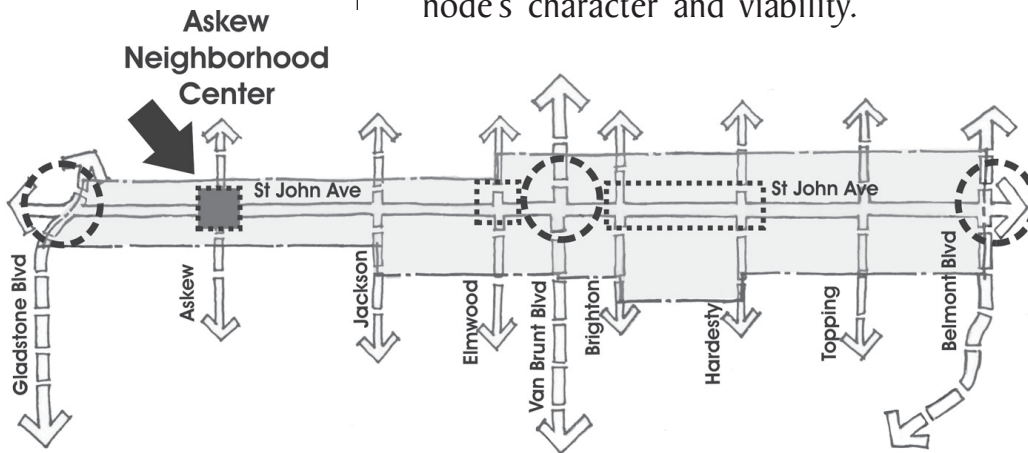
## Askew Neighborhood Center

Existing commercial and multifamily development at the intersection of St. John and Askew Avenue has historic characteristics with a mix of one and two-story buildings built of brick and stone. These structures provide opportunity to create a neighborhood center in the western sector of the Corridor. Vacant lots and deteriorated structures also provide for infill and redevelopment opportunities to enhance this node's character and viability.

This intersection is designated by the *FOCUS Kansas City Plan* as a future mixed-use neighborhood center. The Askew Neighborhood Center is envisioned as predominantly commercial and office uses with limited upper-story residential uses. While smaller in scale than other nodes, the Askew Neighborhood Center will be walkable and pedestrian accessible. Pedestrian amenities are expected to create comfortable "outdoor spaces."

### LAND USE RECOMMENDATIONS

- Cluster a broad mix of neighborhood service and retail commercial, office, institutional, and medium-density residential uses at the intersection of St. John Avenue and Askew Avenue, as well as the area immediately to the east.
- Reserve ground-level space for commercial, office and institutional uses. Encourage development of residential uses on upper floors of mixed-use buildings.
- Reflect the historic commercial architecture found elsewhere in the Corridor in commercial rehabilitation, redevelopment, and infill projects.







- Use residential infill and redevelopment to stabilize the single-family uses nearby.
- Return the single-family houses previously converted to multi-family uses back to single-family use.

### **DESIGN RECOMMENDATIONS**

Development initiatives and design guidelines for this area must retain the historic residential and commercial character throughout the Corridor, and include design features necessary to promote the Neighborhood Center as a unique node within the St. John Corridor. The following components are recommended for the Askew Neighborhood Center:

- Use materials compatible with historic commercial and residential design, including brick, stone, stucco and similar compatible types of masonry. For commercial and office uses use awnings, canopies, recessed entries and other architectural features to make the area more pedestrian friendly and visually appealing.
- Use wide sidewalks at the intersection of Askew Avenue and St. John Avenue. Sidewalk paving, including concrete and/or specialty pavers, from the back-of-curb to the building is appropriate to allow greater space for streetscape amenities and store-front activities such as outdoor eating, reading and gathering spaces. A special paving pattern, paving color, or other distinctive paving treatment such as an imbedded Corridor name, neighborhood center, street name, or logo is encouraged to be incorporated into sidewalk improvements.
- Provide building-mounted lighting to increase visibility in the evening, illuminating the building facade and sidewalks.
- Use St. John Corridor banners incorporating or alternating with an Askew Neighborhood Center logo or other special identification of the district.
- Incorporate a uniform color and logo on street signs to distinguish the Corridor from surrounding areas.







*Street trees and sidewalk infrastructure improvements*



# RECOMMENDATIONS

for gateways & mixed-use centers

## **INFRASTRUCTURE RECOMMENDATIONS**

- Install street trees, ornamental trees, and other ornamental landscaping in the Neighborhood Center. Landscaping materials should be consistent with landscaping used in other portions of the Corridor.
- Use ornamental landscaping including trees in tree wells and ornamental landscaping in planters to soften the building facades, separate pedestrian and vehicular traffic, and create a pedestrian friendly storefront environment.
- Install crosswalks across St. John Avenue and Askew Avenue to accommodate pedestrian activity. Use pedestrian crossing signals appropriate for the volume and type of traffic.
- Coordinate the replacement of deteriorated curb inlets and sidewalk infrastructure improvements with the neighborhood center improvements and any infrastructure and/or public right-of-way improvements as much as possible.
- Design the KCATA transit stop amenities, including benches, trash receptacles and shelters, for consistency with the character of the neighborhood center improvements.
- Retain the existing parallel parking. In addition, develop a strategically located off street public parking lot, where feasible, to support a vital mix of uses. Screen the common parking areas so as to not visually intrude on street-side activities. A shared parking concept may be developed in conjunction with area business owners, residents and/or institutional uses.
- Coordinate and receive approval of all infrastructure improvements with the Department of Public Works to ensure they do not restrict intended street function, are safe, offer reasonable maintenance, and constructed in coordination with each other and other projects that impact construction.
- Coordinate and receive approval of improvements around transit stops with the Kansas City Area Transit Authority (KCATA).

## OPINION OF PROBABLE COSTS

Following is a preliminary cost estimate in 2004 dollars for improvement of the Askew Neighborhood Center. Prior to determining phasing, a preliminary design of the recommended improvements must be developed. Although individual improvements can be separated out or combined to create smaller

phases, the timing and cost of the phases will be greatly influenced by the scope of the preliminary design plans. The construction of each phase is also important, as appropriate phasing will minimize the demolition, patch and repair, or replacement of recently constructed improvements.



### Conceptual Improvement Cost Estimates – Askew Neighborhood Center

Improvement	Unit	Average Quantity of Units in Neighborhood Center	Unit Cost		Improvement Cost	
			Low	High	Low	High
Crosswalks	per intersection	1 intersection	\$10,560	\$13,440	\$10,560	\$13,440
Basic Curbs & Sidewalks	per block	3 blocks	-	\$100,000	\$300,000	\$300,000
Additional Sidewalk Width/Detail	lineal foot	800 LF	\$70	\$90	\$56,000	\$72,000
Curb Inlets	per inlet	4 inlets	-	\$2,500	\$10,000	\$10,000
Traffic Signals	per intersection	1 intersection	\$100,000	\$140,000	\$100,000	\$140,000
Banners	per banner	8 banners	\$500	\$800	\$5,000	\$8,000
Benches	per bench	4 benches	\$1,200	\$2,400	\$4,800	\$9,600
Trash Receptacles	per receptacle	4 receptacles	\$800	\$1,200	\$3,200	\$4,800
Pedestrian Lighting	per light	16 lights	\$3,000	\$5,000	\$48,000	\$80,000
Street Trees	per tree	4 trees	\$400	\$600	\$1,600	\$2,400
Street Trees - with planting beds	per tree & bed	24 trees	\$600	\$900	\$14,400	\$21,600
<b>Subtotal</b>					<b>\$539,160</b>	<b>\$640,240</b>
Other Landscaping & Amenities (2%)					\$10,783	\$12,805
<b>Construction Costs</b>					<b>\$549,943</b>	<b>\$653,045</b>
Design and Administration Fees (15%)					\$82,491	\$97,957
Project Contingency (10%)					\$54,994	\$65,304
<b>Total Project Costs</b>					<b>\$687,429</b>	<b>\$816,306</b>

*Note:*

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.



Gladstone Hall Building

# RECOMMENDATIONS

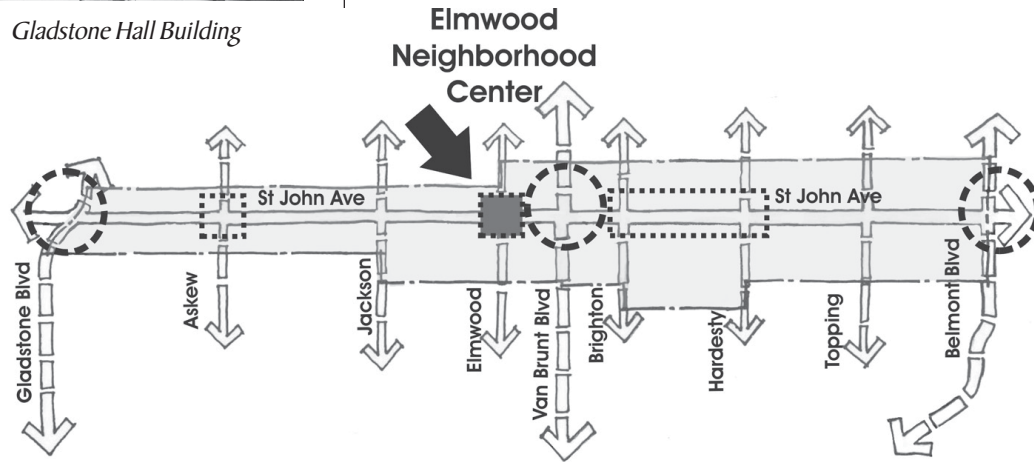
for gateways & mixed-use centers

## Elmwood Neighborhood Center

The intersection of St. John Avenue and Elmwood Avenue is home to some of the Corridor's most visually appealing commercial architecture. The Corridor's largest concentration of existing mixed-use structures is located here. Structures at this node are among the most significant in the Corridor

and provide a foundation for rehabilitation and investment in a centrally located Neighborhood Center.

This intersection is designated as a mixed-use neighborhood center by the **FOCUS Kansas City Plan**. The Elmwood Neighborhood Center is envisioned as an active neighborhood center with viable commercial and office uses, creating storefront activity. Upper-story residential uses increase the sense of activity in the evening and increase the perception of safety.



Mixed-use building at the Elmwood Node



## **LAND USE RECOMMENDATIONS**

- Cluster a mix of commercial, office, institutional, and medium-density residential uses at the intersection of St. John Avenue and Elmwood Avenue.
- Reserve ground-level space for commercial, office and institutional uses. Encourage the development of residential use on upper floors of mixed-use buildings.
- Compliment the historic commercial architecture found elsewhere in the Corridor in commercial rehabilitation, redevelopment, and infill projects.

## **DESIGN RECOMMENDATIONS**

Development initiatives and design guidelines for this area must retain the historic residential and commercial character, and include design features necessary to promote



*Use of historically compatible materials for commercial buildings*

the Neighborhood Center as a unique area within the St. John Corridor. The following components are envisioned for the Elmwood Neighborhood Center:

- Use materials compatible with historic commercial and residential design, including brick, stone, stucco and similar compatible types of masonry. For commercial and office uses, awnings, canopies, recessed entries and other architectural features are strongly encouraged to make the area more pedestrian friendly and visually appealing.
- Use wide sidewalks at the intersection of Elmwood Avenue and St. John Avenue. Sidewalk paving, including concrete and/or specialty pavers, from the back-of-curb to the building is appropriate to allow greater space for streetscape amenities and storefront activities such as outdoor eating, reading and gathering spaces. A special paving pattern, paving color, or other distinctive paving treatment such as an imbedded Corridor name, neighborhood center, street name, or logo is encouraged to be incorporated into sidewalk improvements.
- Provide building-mounted lighting to increase visibility in the evening, illuminating the building facade and sidewalks.
- Use St. John Corridor banners incorporating or alternating with an Elmwood Neighborhood Center logo or other special identification of the district.
- Incorporate a uniform color and logo on street signs to distinguish the Corridor from surrounding areas.



*Canopies, building mounted lighting, and outdoor eating areas make retail shops more appealing to customers.*





*Parallel parking with bumpouts*



# RECOMMENDATIONS

for gateways & mixed-use centers

## **INFRASTRUCTURE RECOMMENDATIONS**

- Install street trees, ornamental trees, and other ornamental landscaping in the Neighborhood Center. Landscaping materials should be consistent with landscaping used in other portions of the Corridor.
- Use ornamental landscaping including trees in tree wells and ornamental landscaping in planters to soften the building facades, separate pedestrian and vehicular traffic, and create a pedestrian friendly storefront environment.
- Install crosswalks across St. John Avenue and Elmwood Avenue to identify pedestrian activity. Use appropriate pedestrian crossing signals.
- Coordinate the replacement of deteriorated curb inlets and sidewalk infrastructure improvements with the Neighborhood Center improvements and any infrastructure and/or public right-of-way improvements as much as possible.
- Design transit stop amenities, including benches, trash receptacles and shelters, for consistency with the character of the Neighborhood Center improvements.
- Retain the existing parallel parking. In addition, develop an off-street public parking lot where feasible to support a vital mix of uses. Screen the common parking areas so as to not visually intrude on street-side activities. A shared parking concept may be developed in conjunction with area business owners or institutional uses.
- Coordinate and receive approval of all infrastructure improvements with the Department of Public Works to ensure they do not restrict intended street function, are safe, offer reasonable maintenance, and constructed in coordination with each other and other projects that impact construction.
- Coordinate and receive approval of all improvements around transit stops with the Kansas City Area Transit Authority (KCATA).



## OPINION OF PROBABLE COSTS

Following is a preliminary cost estimate in 2004 dollars for improvement of the Elmwood Neighborhood Center. Prior to determining phasing, a preliminary design of the recommended improvements must be developed. Although individual improvements can be separated out or combined to

create smaller phases, the timing and cost of the phases will be greatly influenced by the scope of the preliminary design plans. The construction of each phase is also important, as appropriate phasing will minimize the demolition, patch and repair, or replacement of recently constructed improvements.



### Conceptual Improvement Cost Estimates – Elmwood Neighborhood Center

Improvement	Unit	Average Quantity of Units in Neighborhood Center	Unit Cost		Improvement Cost	
			Low	High	Low	High
Crosswalks	per intersection	1 intersection	\$10,560	\$13,440	\$10,560	\$13,440
Basic Curbs & Sidewalks	per block	3 blocks	-	\$100,000	\$300,000	\$300,000
Additional Sidewalk Width/Detail	lineal foot	1450 LF	\$70	\$90	\$101,500	\$130,500
Curb Inlets	per inlet	4 inlets	-	\$2,500	\$10,000	\$10,000
Traffic Signals	per intersection	1 intersection	\$100,000	\$140,000	\$100,000	\$140,000
Banners	per banner	8 banners	\$500	\$800	\$4,000	\$6,400
Benches	per bench	4 benches	\$1,200	\$2,400	\$4,800	\$9,600
Trash Receptacles	per receptacle	4 receptacles	\$800	\$1,200	\$3,200	\$4,800
Pedestrian Lighting	per light	18 lights	\$3,000	\$5,000	\$54,000	\$90,000
Street Trees	per tree	3 trees	\$400	\$600	\$1,200	\$1,800
Street Trees - with planting beds	per tree & bed	34 trees	\$600	\$900	\$20,400	\$30,600
<b>Subtotal</b>					<b>\$609,660</b>	<b>\$737,140</b>
Other Landscaping & Amenities (2%)					\$12,193	\$14,743
<b>Construction Costs</b>					<b>\$621,853</b>	<b>\$751,883</b>
Design and Administration Fees (15%)					\$93,278	\$112,782
Project Contingency (10%)					\$62,185	\$75,188
<b>Total Project Costs</b>					<b>\$777,317</b>	<b>\$939,854</b>

*Note:*

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.



# RECOMMENDATIONS

for gateways & mixed-use centers

## Budd Park Neighborhood Center

The Budd Park Neighborhood Center is centrally located and contains historic Budd Park. This Center spans a four block area from Brighton Avenue to Hardesty Avenue and incorporates a variety of commercial, institutional and residential uses. Although Budd Park is the primary gathering place in the Corridor, it has limited visibility from St. John

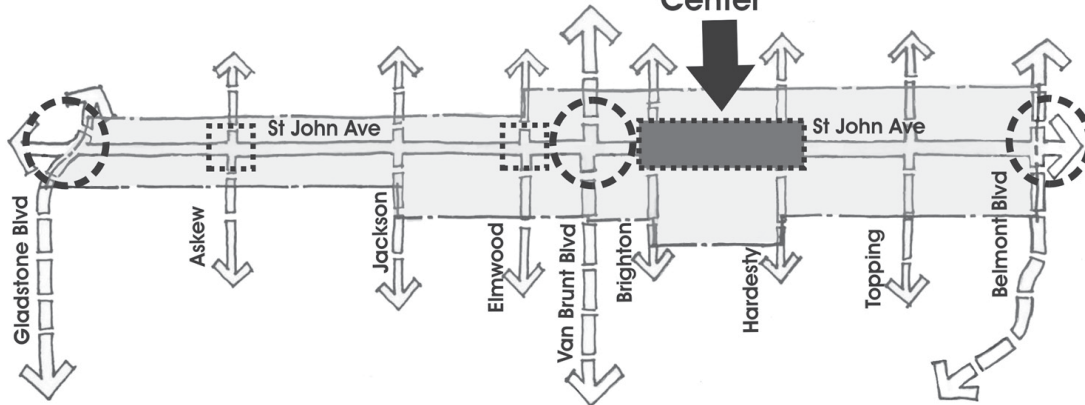
Avenue and is perceived by many as unsafe, particularly in the evening.

The area around Budd Park is identified by the **FOCUS Kansas City Plan** as a mixed-use Neighborhood Center. The Budd Park Neighborhood Center is envisioned as the showpiece of the St. John Corridor. Budd Park provides an opportunity to meld a mix of uses with a large central open space where the Corridor can showcase its multicultural diversity through festivals and other special events. An improved plaza or other gathering space directly adjacent to St. John Avenue would visually connect the park to the Neighborhood Center, encourage activity in the park and promote an increase perception of safety. Area churches and other institutional uses will serve as anchors to a variety of easily accessible and convenient community services.

### LAND USE RECOMMENDATIONS

- Cluster a mix of commercial, office, institutional, and low-to-medium density residential uses generally between the St. John Avenue intersections with Brighton and Hardesty Avenues. These uses will serve as anchors for the Neighborhood Center.

Budd Park  
Neighborhood  
Center



- Reserve ground-level space for commercial, office and institutional uses. Encourage the development of residential uses on upper floors of mixed-use buildings.
- Use a mix of public, institutional and residential uses to form the central portion of the Neighborhood Center.
- Reflect the historic commercial architecture found elsewhere in the Corridor in commercial rehabilitation, redevelopment, and infill projects.

### **DESIGN RECOMMENDATIONS**

Development initiatives and design guidelines for this area must retain the historic residential and commercial character. They should also include design features necessary to promote safety and establish the Neighborhood Center as a unique area within the St. John Corridor. The following components are envisioned for the Budd Park Neighborhood Center:

- Use materials compatible with historic commercial and residential design, including brick, stone, stucco and similarly compatible types of masonry. For commercial and office uses use awnings, canopies, recessed entries and other architectural features are strongly encouraged to make the area more pedestrian friendly and visually appealing.
- Use wide sidewalks adjacent to mixed-use structures around Brighton and Hardesty Avenues. Sidewalk paving, including concrete and/or specialty pavers, from the back-of-

curb to the building is appropriate to allow greater space for streetscape amenities and storefront activities such as outdoor eating, reading and gathering spaces. A special paving pattern, paving color, or other distinctive paving treatment such as an imbedded Corridor name, Neighborhood Center, street name, or logo is encouraged to be incorporated into sidewalk improvements.

- Use St. John Corridor banners incorporating or alternating with a Budd Park Neighborhood Center logo or other special identification of the district. Establish a partnership with a sponsoring corridor agency that is willing to assist with the long-term maintenance of the banners.
- Upon review and approval of the City's Department of Public Works, use a uniform color and logo on street signs to distinguish the Corridor from surrounding areas.
- Develop a streetside gathering space or plaza at Budd Park where the community can come together at neighborhood festivals, special events, and other planned activities. The installation of pedestrian lighting, benches, trash receptacles, and public water and electric sources are essential for the use of this space. The development of the design and the expectations for these improvements shall be completed in cooperation with the St. John Corridor community, the City's Department of Planning & Development, and the Department of Parks & Recreation.
- Incorporate Crime Prevention Through Environmental Design (CPTED) strategies and guidelines into the Budd Park Neighborhood Center.





# RECOMMENDATIONS

## for gateways & mixed-use centers

### INFRASTRUCTURE RECOMMENDATIONS

- Install pedestrian lighting in Budd Park and along the St. John Avenue frontage to provide additional visibility. On the north side of St. John Avenue, provide building-mounted lighting to increase visibility in the evening, illuminating the building facades and sidewalks.
- Install street trees, ornamental trees, and other ornamental landscaping in the Neighborhood Center, and as needed in Budd Park. Landscaping materials should be consistent with landscaping used in other portions of the Corridor as well as with the plantings in the Park.
- Install crosswalks across St. John Avenue and Brighton, Quincy, Denver, and Hardesty Avenues to identify pedestrian activity. Use appropriate pedestrian crossing signals based on traffic volumes and the level of pedestrian activity.
- Coordinate the replacement of deteriorated curb inlets and sidewalk infrastructure improvements with the Neighborhood Center improvements and any infrastructure and/or public right-of-way improvements as much as possible.
- Design transit stop amenities, including benches, trash receptacles and shelters, for consistency with the Neighborhood Center improvements.
- Retain the existing parallel parking. In addition, develop an off-street public parking lot, where feasible, to support a wider variety of uses, including public festivals and gatherings. Screen the common parking areas so as to not visually intrude on street-side activities. A shared parking concept may be developed in conjunction with area businesses, residential or institutional uses.
- Coordinate and receive approval of all infrastructure improvements with the Department of Public Works to ensure they do not restrict intended street function, are safe, offer reasonable maintenance, and constructed in coordination with each other and other projects that impact construction.
- Coordinate and receive approval of all improvements around Budd Park with the Board of Parks and Recreation Commissioners to ensure compatibility with historic boulevard and park designs.
- Coordinate and receive approval of all improvements around transit stops with the Kansas City Area Transit Authority (KCATA).

## OPINION OF PROBABLE COSTS

Following is a preliminary cost estimates in 2004 dollars for improvement of the Budd Park Neighborhood Center. Prior to determining phasing, a preliminary design of the recommended improvements must be developed. Although individual improvements can be separated out or combined to create

smaller phases, the timing and cost of the phases will be greatly influenced by the scope of the preliminary design plans. The construction of each phase is also important, as appropriate phasing will minimize the demolition, patch and repair, or replacement of recently constructed improvements.



### Conceptual Improvement Cost Estimates – Budd Park Neighborhood Center

Improvement	Unit	Average Quantity of Units in Neighborhood Center	Unit Cost		Improvement Cost	
			Low	High	Low	High
Crosswalks	per intersection	3.5 intersections	\$10,560	\$13,440	\$36,960	\$47,040
Basic Curbs & Sidewalks	per block	8.5 blocks	-	\$100,000	\$850,000	\$850,000
Additional Sidewalk Width/Detail	lineal foot	2050 LF	\$70	\$90	\$143,500	\$184,500
Curb Inlets	per inlet	10 inlets	-	\$2,500	\$25,000	\$25,000
Traffic Signals	per intersection	2 intersections	\$100,000	\$140,000	\$200,000	\$280,000
Banners	per banner	23 banners	\$500	\$800	\$11,500	\$18,400
Benches	per bench	16 benches	\$1,200	\$2,400	\$19,200	\$38,400
Trash Receptacles	per receptacle	16 receptacles	\$800	\$1,200	\$12,800	\$19,200
Pedestrian Lighting	per light	48 lights	\$3,000	\$5,000	\$144,000	\$240,000
Street Trees	per tree	16 trees	\$400	\$600	\$6,400	\$9,600
Street Trees - with planting beds	per tree & bed	56 trees	\$600	\$900	\$33,600	\$50,400
<b>Subtotal</b>					<b>\$1,482,960</b>	<b>\$1,762,540</b>
Other Landscaping & Amenities (2%)					\$29,659	\$35,251
<b>Construction Costs</b>					<b>\$1,512,619</b>	<b>\$1,797,791</b>
Design and Administration Fees (15%)					\$226,893	\$269,669
Project Contingency (10%)					\$151,262	\$179,779
<b>Total Project Costs</b>					<b>\$1,890,774</b>	<b>\$2,247,239</b>

*Note:*

- 1) This table represents conceptual cost estimates which will need to be refined based on the preparation of preliminary design plans.
- 2) To allow for the easy addition of street trees and pedestrian lighting with minimal disruption to other improvements, these items should be addressed before new curbs and sidewalks are built. Tree planting beds can be dug (appropriate soil mix and drainage included) and the bed covered with removable pavers for future planting. Electric services for streetlights can be run and stubbed at future light locations.





# IMPLEMENTATION matrix



The purpose of the implementation matrix is to summarize the action steps recommended for each primary issue in the plan. The matrix identifies each project and general responsibilities for implementation, and provides a general timeline for each task is also identified.

The implementation matrix outlines the following:

- **Action Steps** – initiatives recommended in the plan.
- **Implementation Responsibilities** – Primary participants and partnerships that are the probable entities needed to initiate the project.
- **Time Frame** – A general phasing of actions and durations over which the action is projected to occur. Time frame is expressed in the following terms:
  - ~ *Short-Term* – 1 to 3 years;
  - ~ *Medium-Term* – 3-5 years; and
  - ~ *Long-Term* – over 5 years.





Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
<b>Identity and Appearance</b>								
a. The Beautification Sub-Committee will work with urban design professionals to define themes that will determine the character of the overall Corridor as well as within each activity center.	★	★	★		★	★		
b. The Beautification Sub-Committee will work with local artists, the Board of Parks and Recreation Commissioners, the Department of Public Works and other local regulatory agencies to design Gateway improvements.	★	★			★	★		
c. The Beautification Sub-Committee will work with the City to design and develop mixed use Neighborhood Centers and entry markers	★	★			★	★		
d. The Improvement Financing Sub-Committee will pursue funding for the design and construction of neighborhood improvements and implementation of the design themes.	★	★			★	★		
e. The Beautification Sub-Committee will establish partnerships with Keep Kansas City Beautiful and Bridging the Gap in order to help business owners participate in the Adopt-A-Block Program.	★	★	★		★	★		
f. The Beautification Sub-Committee will work with Corridor neighborhoods to remove graffiti and mitigate vandalism.	★	★	★		★	★		



Action Steps	Implementation Responsibility					Time Frame		
Identity and Appearance	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
g. The Beautification Sub-Committee, with the Department of Codes Administration, will create strategies to remove blighting influences and increase property maintenance.	★	★		★	★		★	
h. The Beautification Sub-Committee will work with the City to ensure periodic inspection of rental properties and educate absentee owners of maintenance responsibilities.	★	★					★	
i. The St. John Corridor Planning & Development Committee will work with the City Planning and Development Department to implement the St. John Corridor Facade Rebate Program.	★	★			★		★	
j. The Housing Sub-Committee will establish partnerships to provide assistance to senior residents who need help with their home maintenance and repairs.	★	★	★		★	★		
k. The Housing Sub-Committee will work with the City to develop and make preservation incentive “tool kits” available to individuals interested in rehabilitation or renovation of historic structures.	★	★					★	
l. The Housing Sub-Committee will work to develop a program to educate first time homeowners and small business owners about the basics of property maintenance and upkeep.	★	★			★	★		
m. The Housing Sub-Committee will work with the Landmarks Commission staff to educate building owners on rehabilitation and adaptive reuse of historic buildings.	★	★		★				★





Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
<b>Transportation</b>								
a. The Transportation Sub-Committee will work with the Department of Public Works to implement proposed improvements.	★	★				★		
b. The Transportation Committee will work with the Department of Public Works to determine whether or not the classification of St. John Ave. on the Major Street Plan should be changed from a secondary arterial roadway to a collector classification.	★	★			★			
c. The Transportation Sub-Committee will work with the Department of Public Works to determine which traffic calming improvements are appropriate based on existing and projected traffic volumes, accident data, turning movements and other relevant data.	★	★		★	★	★		
d. The Transportation and Beautification Sub-Committees will work with the Department of Public Works and the Department of City Planning & Development to ensure that improvements at mixed-use Neighborhood Center intersections increase pedestrian safety.	★	★				★		
e. The Transportation Sub-Committee will work to establish public and private partnerships to maintain infrastructure and streetscape amenities.	★	★	★		★	★		
f. The Transportation Sub-Committee will work with the Department of Public Works, the Police Department and Fire Department to ensure traffic calming measures are designed so as not to hamper emergency vehicle access.	★	★		★	★		★	
g. The Transportation Sub-Committee will work with the Department of Public Works and area business and property owners to identify parking needs and opportunities in the Corridor.	★	★		★	★	★		





Action Steps	Implementation Responsibility					Time Frame		
Transportation	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
h. The Transportation Sub-Committee will work with the Department of Public Works, the Police Department and the Fire Department to ensure traffic calming measures are designed so as not to hamper emergency vehicle access.	★	★						★
i. The Transportation Sub-Committee will identify alternatives for shared off-street parking in the mixed-use Neighborhood Centers and work to develop incentives for shared parking development.	★	★	★	★	★		★	
j. The Transportation Sub-Committee will work with the Improvement Financing Sub-Committee and business community to facilitate the development of preferred shared parking locations.	★	★	★	★	★		★	
k. The Transportation Sub-Committee will work with area businesses and neighborhood associations to prepare a Neighborhood Walkability Survey and incorporate the highest priority projects into the design of the Corridor improvements.	★	★	★	★	★		★	
l. The Transportation Sub-Committee will work with the Beautification Sub-Committee, and the City to develop transportation strategies at Gateways and signalized intersections such as narrowed street widths, circular traffic calming mechanisms, and crosswalks.	★	★	★		★		★	
m. The Transportation and Beautification Sub-Committees will work with the City to review proposed development and ensure that development accommodate multimodal transit options including pedestrian, bicycle, and vehicular facilities.	★	★			★	★		





Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
a. The St. John Corridor Planning & Development Committee will work with the City Planning and Development Department to review all future land use and zoning cases within the Corridor to ensure conformance with the Corridor Design Guidelines and compatibility with surrounding land uses.	★	★		★	★	★		
b. The Beautification Sub-Committee will work with the City Planning and Development Department to evaluate proposed mixed-use development to ensure a diversity of activity, safety for pedestrians, and street level amenities to encourage pedestrian activity.	★	★				★		
c. The St. John Corridor Planning & Development Committee will work with the City Planning and Development Department, and property and business owners to encourage nodal development.	★	★	★			★	★	
d. The St. John Corridor Planning & Development Committee will work with the Economic Development Corporation to evaluate the Corridor market potential and strategies to promote development.	★	★					★	
e. The St. John Corridor Planning & Development Committee will work with the Department of Codes Administration and area property owners to identify non-conforming uses and to bring them into compliance	★	★		★	★		★	
f. The St. John Corridor Planning & Development Committee and Corridor Business Association will work with area property owners to identify methods to mitigate conflicts and incompatibilities between existing land uses and the future land uses recommended for the Corridor.	★	★		★	★			★



Action Steps	Implementation Responsibility					Time Frame		
Housing	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
a. The Housing Sub-Committee will work with the City Planning & Development Dept. and Economic Development Corporation (EDC) to evaluate the local housing market and identify strategies for attracting, and retaining residents.	★	★		★		★		
b. The Housing Sub-Committee will work with local real estate professionals, City Planning and Development Dept., the EDC, and area property owners to identify alternative housing opportunities as part of infill and redevelopment projects.	★	★		★		★		
c. The Housing Sub-Committee will work with local real estate professionals to initiate a marketing campaign designed to attract potential home buyers to the Corridor.	★	★	★	★		★		
d. The Housing Sub-Committee will work with the St. John Corridor Planning & Development Sub-Committee and property owners in designated mixed-use Neighborhood Centers to identify and promote opportunities for residential uses on upper floors of existing buildings.	★		★			★		
e. Corridor partners will work with the City to actively and aggressively enforce public and private property maintenance requirements and clean-up of dilapidated and deteriorated residential structures, particularly those visible from St. John Avenue.	★	★		★	★	★		





Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
f. The Housing and Beautification Sub-Committees will work to promote educational opportunities to train residents in basic property maintenance and home ownership responsibilities.	★	★				★		
g. The Housing Sub-Committee will work with the City and EDC to identify housing reinvestment incentives in the Corridor.	★	★				★		
h. The Housing Sub-Committee will work with the City to identify issues common to older housing and prepare guides for basic property maintenance, upkeep and repair, including common indicators, necessary considerations, suggested action steps, potential resources, and area contacts.	★	★					★	
i. The Housing Sub-Committee will work with Corridor residents, the City and EDC to develop and implement housing infill and redevelopment incentives in the Corridor.	★	★		★				★



Action Steps	Implementation Responsibility					Time Frame		
Infrastructure	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
a. The St. John Corridor Planning & Development Committee will work with the City to ensure that needed repairs and replacement of basic infrastructure are designed and completed according to City standards.	★	★				★		
b. The St. John Corridor Planning & Development Committee and the Beautification Sub-Committee will work with the City to commission and create engineering and design plans for the Corridor. Once complete, the Implementation Committee will use these plans to ensure that all improvements in the Corridor are coordinated.	★					★		
c. The Improvement Financing Sub-Committee will work with local agencies including the Department of Public Works, the Kansas City Area Transit Authority, the Board of Parks and Recreation Commissioners, and Kansas City Power and Light to identify responsibilities for installation and maintenance of public improvements. The Sub-Committee will identify and establish long-term maintenance programs as part of Corridor improvements.	★	★	★				★	
d. The St. John Corridor Planning & Development Committee and Beautification Sub-Committee will work with the City and other area agencies to coordinate the review and approval of infrastructure improvements in the Corridor.	★	★				★		







Action Steps	Implementation Responsibility					Time Frame		
Infrastructure	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
e. The St. John Corridor Planning & Development Committee and Improvement Financing Sub-Committee will work with community representatives and the City to identify funding sources for priority infrastructure improvements. Financing alternatives will include a community improvement district and/or other "self-help" options as well as public improvement funding sources like PIAC and block grants.	★	★				★		
f. The Implementation Committee will establish a procedure for reevaluating improvement priorities in the Corridor as projects are completed.	★		★		★	★		

Action Steps	Implementation Responsibility					Time Frame		
Economic Development	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
a. The St. John Corridor Planning & Development Committee will work with the local business community to establish a Corridor Business Association. One of the main goals of the association will be include a cross section of the Corridor's multicultural population.	★				★	★		
b. The Corridor Business Association will establish a partnership with the City to assist citizens with construction plan review and requirements.	★	★			★	★		
c. The Corridor Business Association will work with the City, the Don Bosco Center, and the Northeast Community FOCUS Center to establish an on-going system to educate all Corridor business owners about City Zoning Ordinance, Building Code, and Property Maintenance Requirements.	★	★	★		★	★		
d. The Corridor Business Association will partner with the Hispanic Economic Development Corporation, the Economic Development Corporation of Kansas City and other minority based business assistance agencies that target services toward minority business owners in order to better meet the entrepreneurial needs of the Corridor.	★		★		★		★	
e. The Corridor Business Association will seek opportunities to coordinate with other diverse business corridors in the city.	★	★			★		★	





Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
<b>Infrastructure</b>								
f. The Corridor Business Association will coordinate with the Marketing Sub-Committee to create an annual event celebrating the Corridor's multicultural business community and development opportunities.	★	★	★		★		★	
g. The Corridor Business Association will define a set of Corridor development expectations and effectively communicate them to business owners and developers.	★			★	★		★	
h. The Corridor Business Association will work with local business and vacant property owners to designate and maintain a location(s) for mobile vendors.	★	★	★		★		★	
i. In order to reduce the development of inappropriate land uses, the Corridor Business Association shall promote and educate the area developers about St. John Corridor's land use goals and urban design guidelines.	★			★	★		★	
j. The Corridor Business Association will work with the City and the Kansas City Economic Development Corporation in order to begin using available small business financing tools including: <ul style="list-style-type: none"> <li>• <i>SBA 504 Loans</i>;</li> <li>• <i>Small Business Loan Fund (SBLF)</i>;</li> <li>• <i>Revolving Loan Fund (RLF)</i>;</li> <li>• <i>Brownfields Funding</i></li> <li>• <i>Neighborhood Commercial Revolving Loan Fund (NCRLF)</i>; and,</li> <li>• <i>Kansas City Minority Business Capital Fund (MBCF)</i>.</li> </ul>	★	★	★	★	★		★	



Action Steps	Implementation Responsibility					Time Frame		
Economic Development	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
k. When considering whether to grant tax incentives to a development project, the City will give priority to projects that are located on designated Great Streets, Transit Impact Zones and Mixed-Use Centers.	★	★						★
l. Working with the City, the St. John Corridor Planning & Development Committee will apply the Urban Design Guidelines of this Plan to ensure that all infill commercial buildings are designed to be consistent with the Corridor's historic character.	★	★			★			★
m. The Corridor Business Association will develop a method to educate Corridor developers about the intent and purpose of St. John Corridor urban design guidelines.	★	★	★		★			★
n. The Corridor Business Association will work with the Historic Northeast Restoration Corporation and the City to enter St. John Avenue into the Facade Rebate Program Area.	★	★	★	★	★		★	
o. To improve the image of the Corridor, the Marketing Sub-Committee will work with local media providers and real estate professionals to publicize the area's successes and happenings.	★		★		★	★		
p. The Corridor Business Association will coordinate with the Marketing Sub-Committee to promote the economic development opportunities and financial resources available to Corridor business owners and developers.	★		★		★		★	



Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
q. The Corridor Business Association will conduct a survey of business owners and those considering starting a business to determine existing opportunities in the area. It will also conduct a marketing study to determine future economic development possibilities.	★				★	★		
r. The Marketing Sub-Committee will work to develop and promote a homes tour of area neighborhoods.	★						★	
s. The Corridor Business Association and the Marketing Sub-Committee will identify a location and coordinate an Ethnic Food Bazaar.	★	★	★		★		★	
t. The Corridor Business Association will coordinate with the Marketing Sub-Committee to establish partnerships with the Kansas City Artists Coalition and area galleries in order to market the Corridor to Kansas City artists.	★		★	★	★		★	







Action Steps	Implementation Responsibility					Time Frame		
Safety	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
a. The St. John Corridor Planning & Development Committee will create a Safe City Sub-Committee charged with improving and promoting safety in the Corridor.	★	★	★		★	★		
b. The Safe City Sub-Committee will work with local law enforcement, emergency service agencies, and the City's Safe City Initiative office to assess potential threats in the Corridor, and identify strategies for overcoming these threats.	★	★	★		★	★		
c. The Safe City Sub-Committee will work with the police department and the City's Safe City Initiative office to expand local neighborhood watch and community policing programs. The Sub-Committee will work to promote the program and encourage increased community involvement.	★	★	★		★	★		
d. The Safe City Sub-Committee will work with the Beautification Sub-Committee to actively identify and report property maintenance and code violations in the Corridor.	★	★	★		★	★		
e. The Safe City and Beautification Sub-Committees will work to implement the "Clean Sweep Program" as a means of cleaning-up the Corridor and promoting a safe and active environment.	★	★	★		★	★		
f. The Safe City and St. John Corridor Planning & Development Committees will work with local emergency service providers, the City's Safe City Initiative office, and local media outlets, including the Northeast News, and the St. John Corridor and surrounding neighborhood newsletters, to promote crime statistics; identify active threats; educate the community on available resources for reporting and mitigating safety issues; and reporting positive achievements in improved safety.	★		★		★		★	



Action Steps	Implementation Responsibility					Time Frame		
	Neighborhood	City	Institutions	Private Developers	Area Businesses	Short Term	Medium Term	Long Term
<b>Safety</b>								
g. The Safe City Sub-Committee will work with the Police Department and neighborhood organizations to identify threats and illegal activities in Budd Park and develop strategies to mitigate these activities.	★	★	★		★		★	
h. The Safe City and Beautification Sub-Committees will work with the Department of Parks, Recreation and Boulevards to identify and implement ways to make activities in Budd Park more visible, including pedestrian lighting and improved lines of sight from St. John Avenue.	★	★	★		★		★	
i. The Safe City Sub-Committee will work with the police department to identify areas of the Corridor where speeding is a problem. The Sub-Committee will then arrange targeted programs for reducing traffic speed.	★	★	★		★	★		
j. The Safe City Sub-Committee will work with the St. John Corridor Planning & Development Committee and Beautification Sub-Committee to implement improvements to the St. John Corridor that help reduce traffic speeds and improve pedestrian safety through use of approved traffic calming measures.	★	★	★		★			★
k. The Safe City Committee will work with Corridor developers and property owners and the City to incorporate Crime Prevention through Environmental Design (CPTED) strategies and guidelines into all new construction and redevelopment projects and Budd Park Improvements.								★

# Appendix A corridor conditions

The following is a summary of the existing conditions in the St. John Corridor. The Corridor is discussed in terms of:

- Demographics including population, housing and market trends;
- FOCUS Neighborhood Assessments;
- Development patterns including existing land use and zoning;
- Review of adopted plans; and
- Corridor infrastructure conditions.

For a detailed description of Corridor conditions, please refer to the **St. John Corridor Data Book**. The Data Book and following summary identifies key Corridor trends and how they relate to the citywide trends. It also provides additional insight into Corridor challenges and opportunities.

## FOCUS Neighborhood Assessments

In the summer of 2000, the **FOCUS** Neighborhood Assessment Team assisted the Scarritt Renaissance and Indian Mound Neighborhoods with the Neighborhood

Assessment process. Residents identified both neighborhoods as Stabilization Areas. They are established neighborhoods where:

*“...Problems are starting to add up and are becoming harder to fix through our neighborhood association, a call to the city, or neighbors getting together to help one another. There are good aspects to the neighborhood but there are also problems that need to be addressed if the neighborhood is going to continue to be a place I want to live.”*

— excerpt from the FOCUS Kansas City neighborhood self-assessment reports

As a part of this process residents expressed the following concerns about the neighborhood:

- Codes enforcement
- Enforce the Department of Code Administrations’ “Bad Apple Program”
- Law enforcement against illegal drug operation
- Improve and maintain City services and programs
- Maintain and improve Budd Park
- Implement infrastructure improvements
- Reduce speeding



# Appendix A corridor conditions

## Demographics

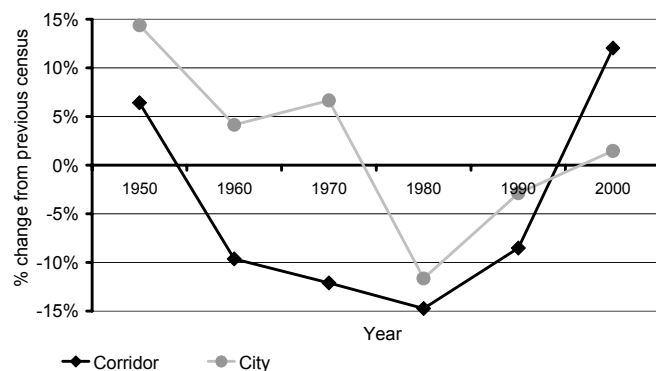
### POPULATION

- Population in the Corridor has grown 12% over the last decade, which is faster than the City during the same period. This growth may reflect the affordability of housing in the area, which likely appeals to lower income home buyers. In addition, the rate of population growth likely indicates larger households, representative of much of the immigrant population which has moved to the Corridor since 1990.



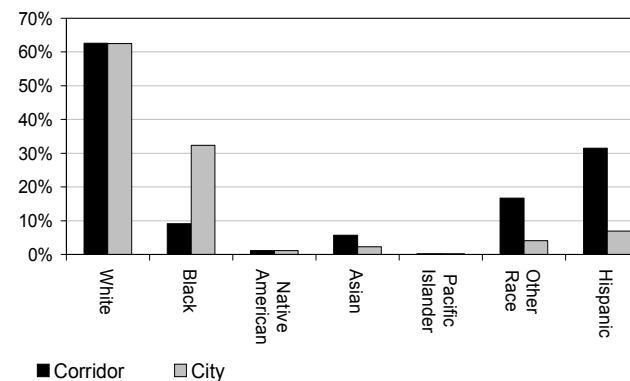
- The Corridor has a higher percentage of youth and young adults and fewer established residents (45-64 years old) than the citywide average. The younger population reflects the young, working class families and immigrant families that are likely drawn to first time home buying opportunities. The smaller percentage of 45-65 year old residents may reflect the loss of established families during the period from 1950 to 1990, and residents seeking move-up housing options outside the neighborhood.
- Although predominantly white and Hispanic (62.5% and 31.5%), the Corridor is home to a very diverse mix of immigrant families, many of which have moved to the Corridor during the 1990s. Distribution of the minority populations varies significantly from that of the City. In general, a lower percentage of Black/African Americans and a higher percentage of Hispanics, Asians and "other" minorities reside in the Corridor. The Corridor is 9.2% Black/African American, whereas the City is 32% Black/African American. 32% of the population within the Corridor is of Hispanic ethnicity, whereas the citywide average is 7%.
- During the 1990s, the Corridor attracted a higher percentage of foreign-born population than the City as a whole. This is representative of the immigrant population moving to the area.

## RATE OF CHANGE IN POPULATION



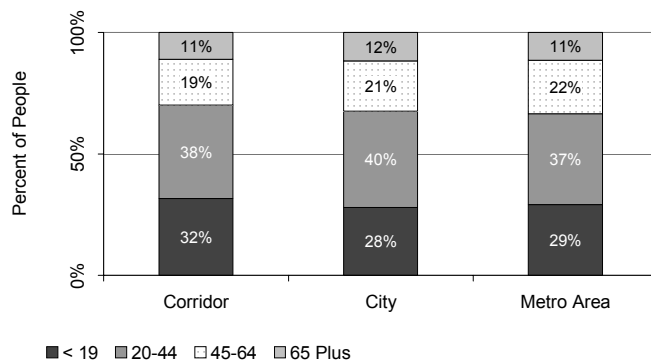
Source: 1940 through 2000 US Census Data

## RACIAL DISTRIBUTION



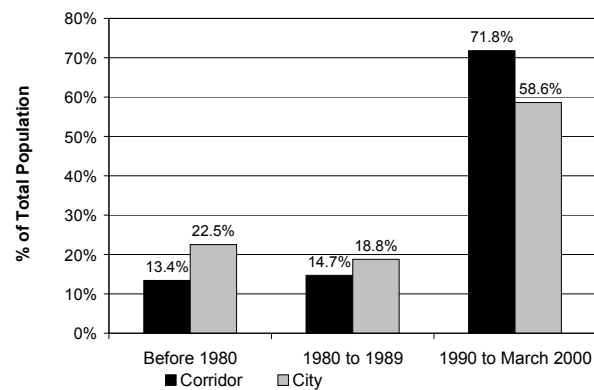
Source: 2000 US Census Data

## AGE DISTRIBUTION



Source: 2000 US Census Data

## FOREIGN-BORN POPULATION - YEAR OF ENTRY



Source: 2000 US Census Data





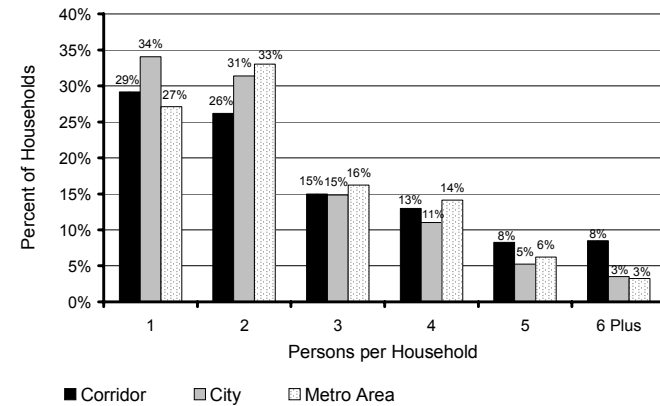
# Appendix A corridor conditions

## HOUSING CHARACTERISTICS

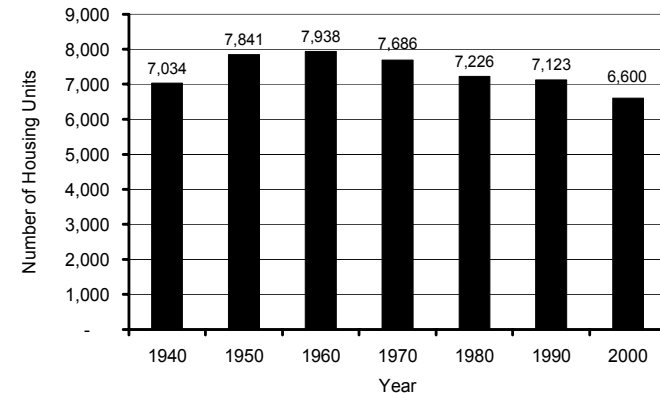
- The Corridor averages 2.8 persons per household as opposed to the city's 2.4 persons. The percent of 5- and 6- person households is more than double the city's. This is consistent with the notion of a large percentage of families with children and likely indicates a large number of extended families living together, somewhat characteristic of new immigrant families.
- Between 1990 and 2000, the Corridor lost 520 houses, approximately 7% of the total homes in the Corridor. These losses in part reflect demolitions of vacant and dilapidated housing.
- Recent trends to convert multi-family housing back to original single-family uses may have also contributed to housing losses.
- Over 75% of the housing units are single-family, higher than the city at only 67% single-family.
- The vast majority of houses were built prior to 1940. Less than 1% of the housing has been built in the last decade.
- Housing values in the Corridor are much lower than the city average (approximately \$43,000 versus \$108,600 in 2000).

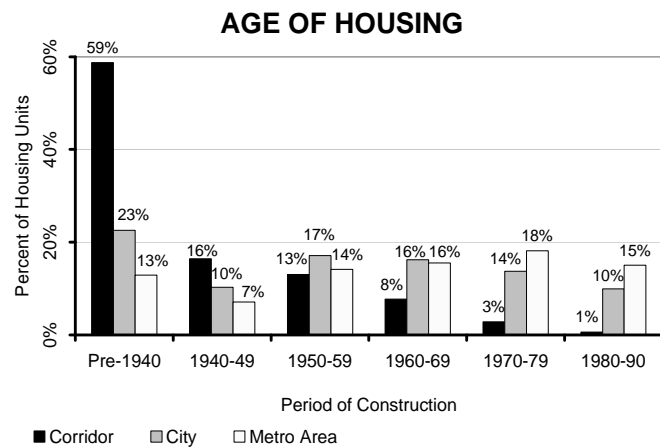
- The Corridor's vacancy rate decreased by 3.5% to 11.3% vacancy over the last decade, but approximately 55% of vacant units were not in the market indicating a high percentage of abandoned or seriously deteriorated houses.

### SIZE OF HOUSEHOLDS

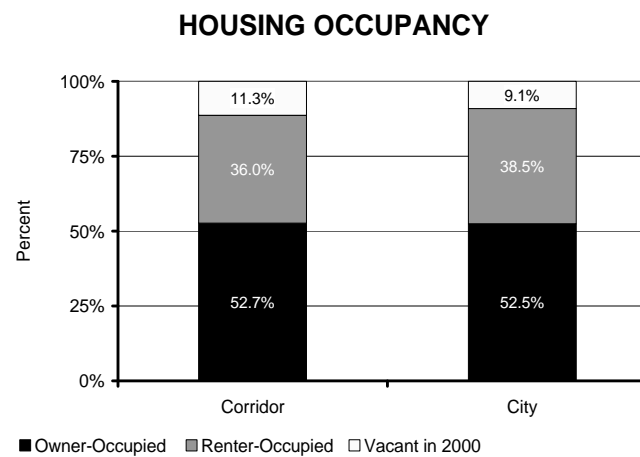
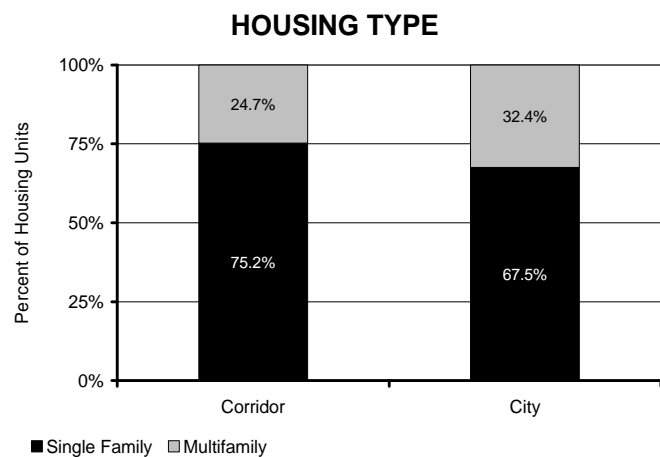
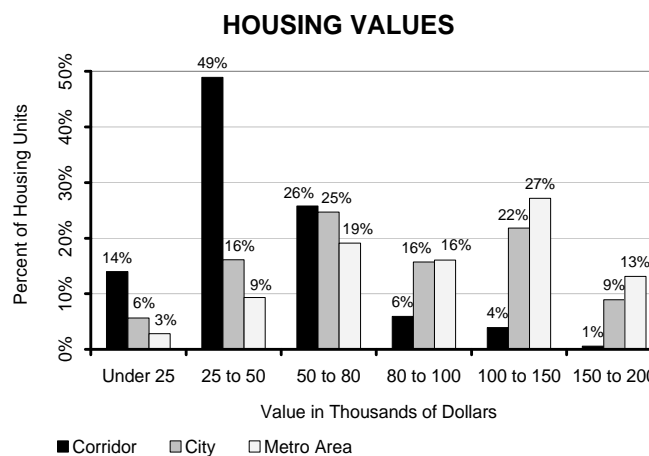


### HOUSING UNITS





Source: 2000 US Census Data



Source: 2000 US Census Data



# Appendix A corridor conditions

## MARKET CONDITIONS

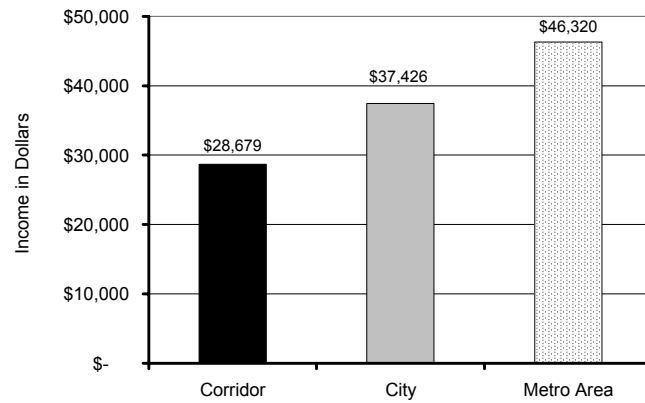
- Median income in the Corridor was about 77% of the citywide average. Over 52% of the households make \$30,000 or less. This may be a reflection of semi-skilled labor typically associated with a young immigrant population. This may also be related to low education attainment in the Corridor.



- Poverty in the Corridor is higher than the city average (20% versus 14%), particularly in the white/elderly populations. This is representative of larger household sizes, and lower household incomes in the corridor. However, the poverty rate among the Black/African American population is lower than the City and Metro area averages.
- Employment opportunities in the Corridor increased by 500 jobs during the 1990s and continued increases are projected. About 29% of the area residents are employed in the sales, office and administrative support occupations. About 22% are in productions, transportation and materials moving sectors.
- Unemployment in the Corridor was 8.9% in 2000 as compared to only 6.3% citywide and 3.3% in the metro area. The higher rate of unemployment in the Corridor is representative of the greater volatility of semi-skilled employment fields representing a large number of area jobs.

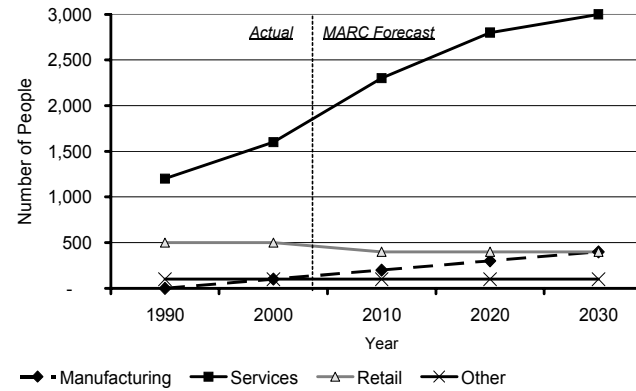


## MEDIAN HOUSEHOLD INCOME



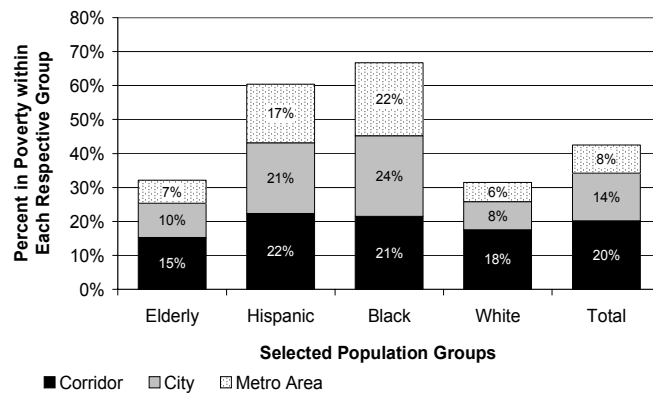
Source: 2000 US Census Data

## EMPLOYMENT



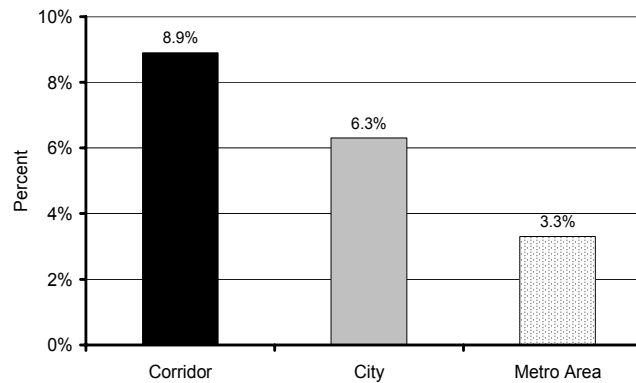
Source: Mid-America Regional Council

## POVERTY



Source: 2000 US Census Data

## UNEMPLOYMENT RATE



Source: Missouri Department of Economic Development



# Appendix A corridor conditions

## Development Patterns and Trends

### LAND USE

- 73% of the total area and 93% of total parcels in the Corridor are residential.
- Non-residential uses on St. John Avenue – commercial, office, and industrial uses particularly – are focused on St. John Avenue and are dominant east of Van Brunt Boulevard.



### Existing Land Use (St. John Corridor Only)

Land Use	Acres	%	Parcels	%
<b>Residential</b>				
Single Family	115.5	60.0	1002	79.3
Duplex	10.2	5.3	74	5.9
Multifamily - 5 units or greater	7.2	3.7	31	2.5
Vacant Residential	5.0	2.6	51	4.0
Multifamily - 3 units	1.5	0.8	10	0.8
Multifamily - 4 units	0.5	0.3	5	0.4
<b>Sub-Total</b>	<b>139.9</b>	<b>72.7</b>	<b>1173</b>	<b>92.9</b>
<b>Non-Residential</b>				
Park	29.7	15.4	2	0.2
Commercial (Non-Office)	7.8	4.0	48	3.8
Church, Synagogue, Mosque, etc.	4.6	2.4	7	0.6
Medical	3.9	2.0	1	0.1
Light Industry / Heavy Commercial	2.4	1.2	8	0.6
School	0.8	0.4	2	0.2
Institutional	0.8	0.4	3	0.2
Paved Parking / Other Paved Lots	0.8	0.4	6	0.5
Office	0.6	0.3	4	0.3
Vacant Non-Residential	0.5	0.3	5	0.4
Garage	0.4	0.2	3	0.2
Other Recreation	0.3	0.1	1	0.1
unknown	0.1	0.0	1	0.1
<b>Sub-Total</b>	<b>52.7</b>	<b>27.1</b>	<b>91</b>	<b>7.3</b>
<b>Total</b>	<b>192.5*</b>	<b>100.0</b>	<b>1264</b>	<b>100.0</b>

\* Acreage does not include street or alley rights-of-way.

Source: City of Kansas City GIS Data





## St. John Corridor Existing Land Use



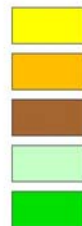
Source: City of Kansas City GIS Data 2004

### MAP LEGEND



Corridor Boundary  
Planning Area Boundary  
Streets  
Railroads

### Land Use Categories



Single Family  
Duplex  
Multifamily  
Vacant  
Park/Open Space



Institutional  
Commercial  
Light Industrial  
Heavy Industrial  
Parking

# Appendix A corridor conditions

## ZONING

- Approximately 84% of the Corridor is zoned for two-family dwellings.
- Commercial Retail zoning is primarily clustered in nodes at Askew, Elmwood and Brighton Avenues and a commercial strip from Hardesty Avenue to Belmont Boulevard.
- Although no industrial zoning exists in the Corridor, much of the area east of Belmont on St. John Avenue is zoned for industrial uses.



## Existing Zoning (St. John Corridor Only)

General Land Use	Acres	%
<b>Residential</b>		
Two-family	214.7	83.9
Multi-Family	8.3	3.2
<b>Sub-Total</b>	<b>223.0</b>	<b>87.1</b>
<b>Non-Residential</b>		
Neighborhood Retail	1.7	0.7
Local Retail	31.3	12.2
<b>Sub-Total</b>	<b>33.0</b>	<b>12.9</b>
<b>Total</b>	<b>256.0*</b>	<b>100.0</b>

\* Acreage includes street and alley rights-of-way.

Source: City of Kansas City GIS Data





## St. John Corridor Existing Zoning



Source: City of Kansas City GIS Data 2004

### MAP LEGEND



Zoning District Boundary  
 Corridor Boundary  
 Planning Area Boundary  
 Streets  
 Railroads  
 Residential Zoning  
 Non-Residential Zoning

### Zoning Districts

R1b	One-Family Dwelling	C2p	Local Planned Business Centers
R2a	Two-Family Dwelling (Low Density)	C3a1	Intermediate Business (Low Buildings)
R2b	Two-Family Dwelling	C3a2	Intermediate Business (High Buildings)
R4	Low Apartment	M1	Light Industrial
C1	Neighborhood Retail Business	M2a	Heavy Industrial
C2	Local Retail Business	URD	Urban Redevelopment



# Appendix A corridor conditions

## Review of Adopted Plans

This section provides a plan inventory in order to ensure a comprehensive approach to policy in the Corridor. Outlined below are the plans by type:

- The ***Budd Park Area Plan*** (adopted by City Council on January 21, 1977 by resolution number 47235 and last amended on June 2001) establishes the City's land use policy for the St. John Corridor.
- The ***FOCUS Kansas City Plan***, the City's comprehensive and strategic plan (adopted by the City Council in October 1997 by resolution number 9712681) includes citywide plans that have general application throughout Kansas City, Missouri, with some specific recommendations for particular geographic areas.
- Project plans, including neighborhood plans and redevelopment plans, must be in compliance with the adopted Area Plans if they include land use recommendations to be adopted by City Council.
- Other plans and studies is a general category of plans undertaken by City departments and other public agencies to evaluate policy options and opportunities for development.

## BUDD PARK AREA PLAN

### ***Recommended Land Use:***

The Plan recommends Low Density Residential uses for the majority of the Corridor and surrounding area. Medium Density Residential uses are recommended immediately north of Budd Park along St. John Avenue. Retail Commercial uses are primarily proposed for St. John Avenue between Kensington and Lawn Avenues and between Hardesty and Belmont Avenues.

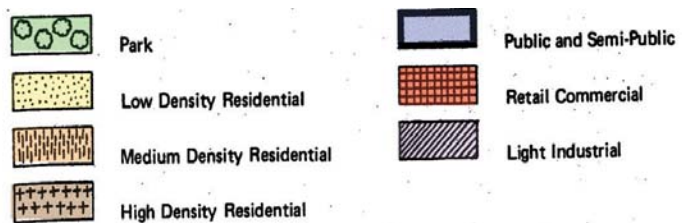
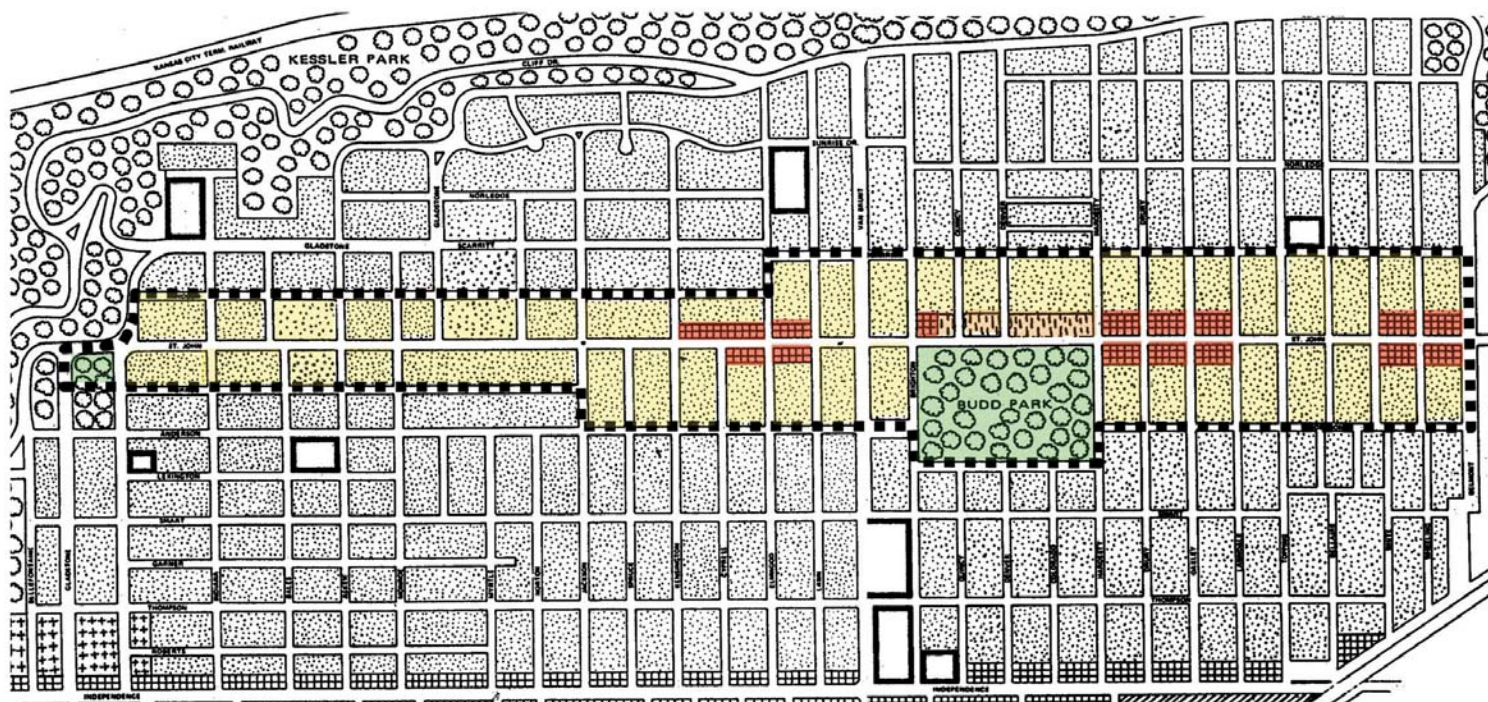
### ***Strengthening Neighborhoods:***

The Plan recommends maintaining the stability of neighborhoods through a variety of programs including codes enforcement and rehabilitation of deteriorated structures as well as demolition of those that are dilapidated.





## Budd Park Area Plan - Recommended Land Use





# Appendix A corridor conditions

## FOCUS KANSAS CITY PLAN

The FOCUS Kansas City Urban Core Plan, makes specific land use recommendations for the St. John Corridor. The Plan identifies strategies for the revitalization of the heart of Kansas City including the Corridor. In order to achieve this objective, the plan calls for the designation of mixed-use centers, great streets, and use of urban design guidelines along Great Streets, including St. John Avenue.

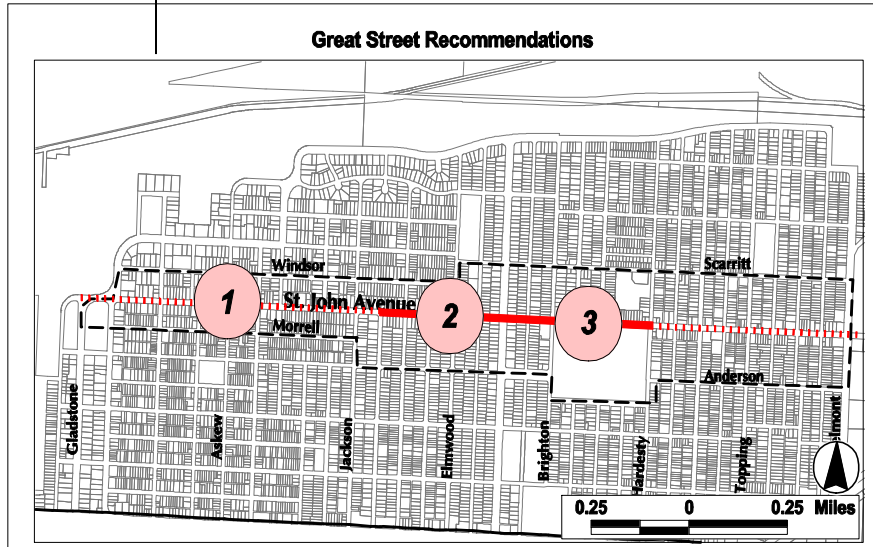
## ***Mixed-Use Centers and Great Streets:***

The Plan identifies three mixed-use Neighborhood Centers to serve the surrounding neighborhoods. The Plan recommends that land use patterns shift away from strip development to mixed-use centers with the most intense neighborhood uses clustered at the intersection of major streets, roadways, and transit corridors. In the St. John Corridor the three identified mixed-use nodes are:

1. St. John & Askew
2. St. John & Elmwood
3. St. John & Hardesty/Chelsea (general area)

Mixed-Use Centers and Great Streets will be targeted for investment and incentives that achieve the following goals:

- Diversity of activity;
- Safety and comfort for pedestrians;
- Attractive streetscape amenities such as lighting, benches, signage, trees, etc.;
- Access to desirable goods and services;
- Density of activity to encourage walking;
- Smaller scale elements and storefronts at the street level to encourage diversity and density of activity; and,
- Multiple means of transportation.



## Corridor Infrastructure Conditions

At the onset of the *St. John Corridor Infrastructure and Land Use Plan* development, the condition of the following was evaluated:

- street pavement;
- curbs;
- curb inlets;
- sidewalks;
- parking;
- traffic signals;
- street lights; and
- utilities.



Much of the existing hard surface was determined to be aged and deteriorated as follows:

- 50% of the curbs are deteriorated or inadequate and need to be replaced.
- Inlets are outdated and are prone to clogging.
- Many of the sidewalks are buckled, crumbled, or missing.

Other issues identified during the planning process included:

- The need to resurface St. John Avenue in the near future (identified by the Department of Public Works).
- Deficient on-street parking at Elmwood Avenue and near Budd Park as well as at other scattered locations in the Corridor (see the St. John Corridor Data Book).
- Speeding in the corridor supported by wide street widths and few improvements beyond traffic signals to slow traffic.
- Deficient pedestrian lighting particularly in activity areas including Budd Park and commercial nodes.

Other infrastructure and utilities evaluated and discussed were found to be generally adequate to service existing and projected uses in the Corridor.





# APPENDIX B glossary of terms

The following is a glossary of selected terms referenced in the *St. John Corridor Infrastructure and Land Use Plan* or used to further clarify terms herein.

**Accessory Use or Structure** – A use or structure customarily incident and subordinate to the original actual use or building and located on the same lot with the actual principal use or building.

**Activity Centers** – Areas of the city with a concentration of attractions and activities, which may include any combination of offices, manufacturing facilities, retail stores, residences, institutions, entertainment and recreation. Also referred to as “Hubs.”

**Adaptive Reuse** – The renovation of a building to serve a use other than the one for which the building was originally constructed, e.g., the conversion of a school to apartments or a warehouse to offices.

**Arterial Street** – Roadway designed for large traffic volumes and moderate- to high-speed travel, providing access through and around cities and regions and/or linking major activity centers within the city. Arterials are classified as primary or secondary according to the volume of traffic conveyed. See “Primary Arterial” and “Secondary Arterial.”

**Blight** – Portions of the city which the City Council determines that, by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, have become economic and social liabilities and where the conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.

**Board of Parks and Recreation** – The five-member board appointed by the Mayor to review parks and recreation planning and program implementation for the city.

**Boulevard** – As defined by Kansas City’s Plan for Major Parks, Boulevards, Parkways, and Greenways, “A boulevard is conceived as a wide, formally designed street of distinguished character with a broad right-of-way, often with a substantial median, and with formal landscape effects. It is normally bordered by residences and makes connections with most intersecting streets.”

**Building Blocks** – The *FOCUS Building Blocks* are Kansas City’s twelve strategies to develop a successful model for a new American City by building a connected city. Connections are physical, social, economic, technical and people-oriented. These strategies provide the foundation for all the specific recommendations in the seven component plans that comprise the *FOCUS Kansas City Plan*.





# APPENDIX B glossary of terms

**Capital Improvements** – A permanent addition to the city’s physical assets including structures, infrastructure (sewer and water lines, streets), and other facilities, e.g., parks and playgrounds. May include new construction, reconstruction or renovation that extends the useful life. The cost of land acquisition, design, construction, renovation, demolition, and equipment are all included when calculating capital expenditures.

**Citizen Access and Communication Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes initiatives that will make information available and accessible to citizens, thus increasing communication between citizens, businesses and government.

**City** – The government of the City of Kansas City, Missouri. Includes any of the various boards, agencies, commissions, and official bodies.

**City Life Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block recognizes the importance of culture and entertainment, which enrich the quality of life and make Kansas City a unique and urbane community.

**City Plan Commission** – An eight-member commission appointed by the Mayor to oversee the plan-

ning and development of the city. The Commission’s role and function is to make recommendations to the City Council planning and zoning matters. On rezoning cases, subdivisions, area or neighborhood plans, and most planning activities, the Commission must hold public hearings and submit a recommendation to the City Council on development cases.

**Citywide Physical Framework Plan** – One of the seven *FOCUS Kansas City Plan* components developed during Phase II. This plan addresses the character of future growth, development and redevelopment, along with capital and infrastructure needs for the city. It also provides strategic land use planning guidelines.

**Clean Sweep** – City Program for delivering certain City services in the priority and manner determined by the community. Clean Sweep is done in a partnership between citizens, businesses, institutions, and the city.

**Collector Street** – Roadway designed to carry moderate volumes of traffic and “collect” vehicles, funneling them to arterial streets. Collector streets provide connections between arterial streets.

**Community Anchors** – Important organizations within a neighborhood or the city which contribute significantly to the quality of life and economy in





that area. They may be organizations, businesses or institutions that provide a strong presence in the community.

**Community Anchors Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes initiatives that enable businesses, institutions, organizations and neighborhoods to work in a cooperative manner to ensure their individual well-being and success and to implement the *FOCUS Kansas City Plan*.

**Community Development Block Grant (CDBG)** – A Federal funding program that provides annual funding to eligible local governments for housing, community revitalization, development programs and social services, particularly in low- and moderate- income areas.

**Community Development Corporations (CDCs)** – Not-for-profit development organizations established to redevelop and revitalize housing and commerce that provide services in a particular area of the city.

**Community Improvement District (CID)** – A district established to allow private parties, by vote of a majority of property owners within the district, to assess a special tax on themselves for improvements and services that benefit the entire community.

**Community Infrastructure Sub-Committee** – Sub-Committee appointed by the Mayor in the late 1990s to recommend processes and procedures to be used in establishing capital improvement priorities.

**Community Policing** – Program linking police with neighborhoods and social service agencies in an effort to increase positive and preventive citizen-police contact and interaction, reduce crime and increase visibility and service.

**Compact Development** – Pattern of development in which structures and uses are located in close proximity to one another. In areas of the city that are developing, compact development refers to development that is contiguous or adjacent to existing development. See “Contiguous Development.”

**Competitive Economy Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block outlines strategies for providing Kansas Citians with the opportunity to thrive and succeed in a rapidly evolving and highly competitive economic system. Employment training, education, transportation, incentives for businesses, business retention, and business assistance activities are some of the components of our economic strategy.

**Connecting Corridors Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes recommendations to strengthen and create a variety of corridors in Kansas City. Cultural, entertainment, employment, transit and environmental corridors, among others, are addressed in this Building Block.





# APPENDIX B glossary of terms

**Conservation Areas or Neighborhoods** – One of four neighborhood types developed in the ***FOCUS Kansas City Plan***. This term describes neighborhoods that contain any age and type of development that is in good condition and of good quality with a strong market. The actions needed are to keep these areas stable, and to predict and address any emerging negative trends in order to avoid potential problems.

**Density** – Term used to describe the amount or intensity of development on a tract of land. Density is generally measured in two ways: as the ratio of housing units to total land area (e.g., dwelling units per acre) or as the ratio of total building floor area to total land area or Floor Area Ratio (FAR) (e.g., a FAR of 2:1 indicates that the total square feet of building area is twice the total square feet of land area).

**Design Guidelines** – A set of policy statements used to direct or guide the external features of a development, as well as the relationships within the development site and between the development and adjacent uses, in order to promote quality places.

**Development Pattern** – Configuration or organization of the built environment.

**Down Zoning** – Rezoning of a property to a lower density or intensity, i.e. from a commercial to a residential, or from a multifamily to a single-family zoning district.

**Economic Development Corporation of KC (EDC)** – Appointed by the Mayor to oversee pursuit of new employment and the growth of the economic base of Kansas City.

**FOCUS** – “Forging Our Comprehensive Urban Strategy” or ***FOCUS***, is the name of Kansas City, Missouri Strategic and Comprehensive Plan.

**FOCUS Centers Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block proposes the creation of neighborhood-based facilities to provide citizens with information and services. ***FOCUS*** Centers would be created through partnerships between the city, businesses, community anchors, neighborhoods and community groups.

**FOCUS, Phase I: The Policy Plan** – Completed in 1994, Phase I of ***FOCUS*** provides a vision statement for Kansas City and fourteen supporting Principles for Policy. The vision statement emphasizes putting people first in all decisions.

**FOCUS, Phase II: The Strategic and Comprehensive Plan** – Completed in 1997, Phase II of ***FOCUS*** consists of seven technical component plans. These are: Citywide Physical Framework Plan, Neighborhood Prototypes Plan, Preservation Plan, Urban



Core Plan, Northland Plan, Human Investment Plan, and the Governance Plan. These seven plans are integrated with one another through the **FOCUS** Building Blocks.

**Gateway** – Major point of arrival into the city, or a particular part of the city, such as a neighborhood or business district. A Gateway can either mark the physical entrance to the area, or it can mark the location where most people would feel they have entered an area, such as the first point along a major roadway where a person can see the downtown skyline of Kansas City.

**Governance Plan** – One of the seven **FOCUS Kansas City Plan** components developed during Phase II. The plan sets out specific strategies for improving city services, establishing and maintaining the financial health of the city, strengthening citizenship and metropolitan cooperation. The plan also provides a framework to ensure implementation of the **FOCUS** initiatives in the other **FOCUS** component plans.

**Great Streets** – A concept that promotes the concentration of new development and/or rehabilitation activity along specific corridors linking key activity centers across the community.

**Greenspace** – Land not available for construction and designated for conservation, preservation, recreation or landscaping.

**Healthy Community Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block incorporates “partnership” and

“prevention” as strategies to help people achieve their full potential and addresses health issues, homelessness, racial intolerance, and other barriers.

**Human Investment Plan** – One of the seven **FOCUS Kansas City Plan** components developed during Phase II. The plan outlines recommendations related to lifelong education, retaining and encouraging diversity, equipping citizens for the changing work environment, job retention and expansion strategies, programming for stimulating interest in culture and the arts, as well as practical life skills for Kansas City’s youth, and enhancing Kansas City as a place of excellence, creativity, celebration and unity.

**Identity** – The distinguishing character or elements of a place, neighborhood, commercial area or any other part of the city. See also “Sense of Place.”

**Incentive** – Inducement provided by government to encourage development of a certain type or in a certain area. Examples include tax abatement, tax reduction, power to condemn and acquire property, density bonuses, etc. The term “highest incentive” is used in the **FOCUS Kansas City Plan** to indicate the most significant incentives, to be offered businesses or developers who meet a specific list of criteria.

**Infill Development** – Development of vacant or underutilized properties within predominantly built up neighborhoods and commercial areas.

**Infrastructure** – The basic facilities and equipment necessary for the effective functioning of a city, such as the means of providing water service, sewage disposal, telephone service, electric and gas connections, and the street network.





# APPENDIX B glossary of terms

**Investing in Critical Resources Building Block**

One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block outlines the city's fundamental responsibilities: to protect the lives and property of Kansas Citians, to be responsible stewards of the public's capital assets, and to safeguard the natural environment. Commitment of resources and investments in these basic and essential services is one of the highest priorities for Kansas City.

**Kansas City Area Transportation Authority (KCATA)**

Metropolitan organization in the Kansas City area responsible for providing public transportation.

**Kansas City Register of Historic Places** – The list of buildings, structures, sites and objects in Kansas City that have been recognized by the City Council for their architectural, historical, cultural or aesthetic significance. See "Landmarks Ordinance."

**Land Use** – A description and classification of how land is occupied or utilized, e.g., residential, office, parks, industrial, commercial, etc.

**Land Use** – A description and classification of how land is occupied or utilized, e.g., residential, office, parks, industrial, commercial, etc.

**Land Use Regulations** – Ordinances and resolutions which govern and direct development of

land in a city. Examples include Zoning and Subdivision Regulations.

**Landmark** – Urban design feature serving as a visual focal point and source of community identity.

**Landmarks Ordinance** – The section of City Code that defines and establishes the Kansas City Register of Historic Places, the Landmarks Commission and the powers of the Landmarks Commission.

**Life Long Learning Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block describes strategies providing people with learning opportunities throughout their lives. By focusing on people at all stages of their lives, life long learning ensures that Kansas City will become known for "Citizens Involved in Learning."

**Low Density Housing** – Generally one to three story single-family and duplex housing, with no more than 14 dwelling units allowed on one acre of land.

**Maintenance** – On-going expenditures to preserve and extend the life of existing facilities.

**Major Street Plan** – Official public document outlining the network of existing and proposed freeways, interstate highways, expressways, primary and secondary arterials, parkways and boulevards



required to support the current and future development of Kansas City. The first Major Street Plan was adopted by the City Council in 1971. The current Plan was adopted by the City Council in 1996.

**Metropolitan (Metro) Area** – The five-county metropolitan area used by the City Planning and Development Department to define and describe greater Kansas City in FOCUS background reports. The counties included are: Jackson, Clay and Platte in Missouri and Johnson and Wyandotte in Kansas.

**Metropolitan Statistical Area (MSA)** – The eleven county metropolitan statistical area defined by the U.S. Census Bureau to describe a broader metropolitan area for analyses and reporting. The Kansas City MSA includes Jackson, Clay, Platte, Cass, Ray, Clinton and Lafayette in Missouri and Johnson, Leavenworth, Wyandotte, and Miami in Kansas.

**Mixed Use** – A land use type which recognizes that many land uses and activities are compatible and can be co-mingled to promote physical development at a human scale. Mixed use allows the integration of commercial, retail, office, medium to high density housing, and some light industrial land uses. These various land uses can be integrated either horizontally or vertically in a single building or structure, or on a parcel or parcels of land.

**Mixed Use Center** – A node of development and activity that provides a focal point for the surrounding area. This node incorporates mixed uses such as commercial, office, residential, and community serving facilities. The transportation/circulation system in a mixed use center is designed

to accommodate a variety of modes, including pedestrian, transit, bicycle and the automobile. Mixed use centers are divided according to function and scale into regional, community and Neighborhood Centers.

**Mixed Use Center - Neighborhood** – A type of mixed use center designed to serve adjacent neighborhoods which provides services such as a grocery store, pharmacies, small to medium size office spaces, banks, low to medium density housing and other low-rise office buildings.

**Mixed Use Center - Small Neighborhood** – A type of mixed use center designed to serve a neighborhood and which provides small scale services, such as an ice cream parlor, coffee shop, small sit-down restaurant, a hair salon and other small businesses. These centers are located close to low density housing areas.

**Moving About the City Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block represents our transportation strategy and addresses the need to move people and goods throughout the city. Our transportation strategy emphasizes reliability, efficiency and choice which are best achieved through a multi-modal transportation system.

**Multi-Modal Transportation** – A transportation system using a variety of travel modes to transport people and goods. Components of this system include vehicular roadways, transit (bus, rail), bikeways, pedestrian paths (sidewalks), freight railways and airplanes.







# APPENDIX B glossary of terms

**National Register of Historic Places** – The list of buildings, structures sites and objects that have been recognized by the National Park Service for their architectural, historical, cultural or aesthetic significance.

**Neighborhood Assessment** – A process for neighborhoods to identify priorities and improvement strategies according to their neighborhood type. The four neighborhood types, as defined in the Neighborhood Prototypes Plan, are conservation, stabilization, redevelopment, and developing.

**Neighborhood Improvement District** – A district established to allow private parties, by vote of a majority of landowners within the district, to assess a special tax on themselves for improvements and services that benefit the entire community.

**Neighborhood Livability Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes strategies to make Kansas City's neighborhoods livable and enjoyable.

**Neighborhood Prototypes Plan** – One of the seven *FOCUS Kansas City Plan* components developed during Phase II. This plan recommends specific actions to improve Kansas City neighborhoods and encourage resident partnerships in determining

their future and delivery of City services. A unique neighborhood assessment process helps citizens identify neighborhood improvement strategies.

**Nodal Development** – Pattern of development in which the most intense uses are located at the intersection of major streets, roadways and transit corridors and also in areas surrounding a transit station or transit stop. See also "Activity Centers."

**Open Zoning District** – Zoning districts which do not require the review and approval of development plans by the Planning and Development Department prior to obtaining a building permit. See also "Planned Zoning District."

**Parks and Boulevard Plan** – Plan prepared by the Department of Parks, Recreation and Boulevards addressing the city's needs and priorities for new parks, community centers, recreation areas, parkways and boulevards. The current plan was adopted in 1993.

**Parkway** – See "Boulevard."

**Pedestrian-Oriented Development** – Development which provides facilities for walking and encourages pedestrian use, designed to make movement on foot attractive and comfortable and to reduce the dependence on motorized vehicles for short trips.



**Physical Environment Plans** – Term that describes the five (out of seven) component plans of the **FOCUS Kansas City Plan**, Phase II, that are “physical” in nature. These “physical” plans are the Citywide Physical Framework Plan, the Neighborhood Prototypes Plan, the Preservation Plan, the Urban Core Plan, and the Northland plan.

**Planned Development** – A tract of land developed as a unit under single ownership or unified control, which included one or more principal building or uses and is subject to additional design criteria and consideration prior to approval as part of Planned Zoning District.

**Planned Zoning District** – Zoning designations that allow development as specifically depicted on plans approved as part of the zoning process. Development in areas requiring planned zoning is subject to additional criteria and regulations specific to the district, and review and approval by the City Planning and Development Department.

**Planning, Zoning and Economic Development Committee** – One of four standing City Council committees. The Committee’s responsibilities include holding public hearings to review all planning and development proposals and making recommendations for action to the full Council.

**Policy Statements** – Specific directives outlined in the **FOCUS** Policy Plan that indicate criteria for making decisions as well as priorities and issues of importance for the city.

**Preservation Plan** – One of seven **FOCUS Kansas City Plan** components developed during Phase II.

This plan highlights the importance of Kansas City’s rich legacy of landmark structures, historic neighborhoods, and archeological resources that make our city a special place. Strategies on transportation, urban design, capital improvements, and tourism complete our vision of the future from a preservation perspective.

**Primary Arterial** – Street designed to move through traffic. These streets can also accommodate major access points from abutting properties. Where traffic is heavy or movements may become congested, access to abutting land is often restricted to traffic moving in one direction.

**Property Maintenance Code** – Part of the city’s Code of General Ordinances that set standards for the maintenance and rehabilitation of properties to ensure public health, safety and welfare and to upgrade neighborhoods.

**Public Housing** – Housing for persons with incomes generally below 50% of the median income level which are owned by the local public housing authority.

**Public Improvement Advisory Committee (PIAC)** – The 13-member committee appointed by City Council to advise on capital expenditures. The Mayor appoints the chair and each council person appoints one member.

**Quality Places to Live and Work Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block provides guidelines to ensure that development in the city will establish a good relationship between people and the various physical elements of the city, including residential and commercial areas, focal points, activity centers, landmarks, corridors, waterways, and others.





# APPENDIX B glossary of terms

**Rezoning** – Process by which the authorized uses of a property are changed or modified. The City Council, upon recommendation from the City Plan Commission, is authorized to change the zoning of any property within the city as long as the action is justified by public necessity, convenience or general welfare.

**Redeveloping Areas** – A *FOCUS Kansas City Plan* concept describing areas in which severe problems exist – the existing fabric of the area is generally gone and significant public and private investment is necessary. Redevelopment of these areas can meet market needs for residential and commercial development in older parts of the city. The actions needed are preserving structures that are sound or that may be historically significant, demolishing structures which are in poor condition, building new structures and creating a new fabric for the area.

**Secondary Arterial** – Street designed to provide access for one or more neighborhoods to various activity centers, community shopping centers, strip commercial areas, employment centers and community and regional recreation areas. Secondary arterials pick up traffic from collector streets and preserve the integrity of residential neighborhoods by keeping traffic out of them.

**Sense of Place** – The sum of attributes of a locality, neighborhood or property that give it a unique and distinctive character.

**Signage** – Display boards or surfaces used for directions, identification, instructions, or advertising; usually consists of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

**Special Business District (SBD)** – District created following a petition by one or more property owners and extensive review by City staff and the City Council. It is managed by a District Board which may assess or tax the district for public improvements or services, if approved by a majority of property owners in an election.

**St. John Corridor Steering Committee** – The 16-member citizen steering committee appointed by the Mayor to: provide on-going communication with the community-at-large; ensure the *St. John Corridor Infrastructure and Land Use Plan* direction reflects the community vision and goals; and endorse the plan.

**Stabilization Areas or Neighborhoods** – One of four neighborhood types developed in the *FOCUS Kansas City Plan*. The term describes areas that contain any age and type of development that is



having problems – with building renovation, stagnant property values, increasing vacancies and/or a weakening market. These problems can range from relatively minor to severe. These areas contribute a variety of housing, commercial and industrial space at a variety of cost levels. The actions needed involve addressing the problems that exist – stabilizing where feasible or significantly upgrading where necessary.

**Streetscape** –The environment along a street in an urbanized area. Streetscape elements include the roadway, including medians and associated landscaping, fountains, sculptures, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signage, benches, trash containers, newspaper and other vending machines, bus shelters and other features within the area of the right-of-way.

**Strip Commercial Development** – Development pattern that consists of long stretches of uninterrupted commercial development. This type of development pattern is generally oriented to shoppers in automobiles and is not friendly to pedestrian usage.

**Subdivision** – Land, vacant or improved, which is divided or proposed to be divided into two or more lots, parcels, sites, units, plots or interests for the purpose of offer, sale, lease or development.

**Sustainability** – An approach to design, development and management of community, which does not compromise the environment or the ability of future generations.

**Tax Incentives** – Tools and mechanisms that convey one or several financial advantages to a particular employer, developer, or homeowner for a specific period of time. Incentive programs include Tax Increment Financing and Tax Abatement, the forgiving of a portion or all taxes due.

**Tax Increment Financing (TIF)** –A state legislated incentive mechanism whereby certain redevelopment project expenses are financed by Payments in Lieu of Taxes (PILOTS) and a portion of Economic Activity Taxes (EATS) resulting from the redevelopment project. PILOTS are equal to the tax revenue that would accrue from the increase in assessed property valuation in the project area. EATS are composed of taxes generated by economic activities within the project area, including sales taxes, utility taxes, earnings taxes, and others. The project must be located in a blighted area, a conservation area, or an economic development area, and it must be determined that without TIF assistance, redevelopment would not occur. A TIF plan must comply with the general development plan of the municipality.

**Transit** – Term used in reference to public transportation, including buses, light rail, commuter rail, and others.

**Transit Corridor** –Corridor which is served by public transit and which supports the development pattern of the surrounding areas. Development along transit corridors is generally pedestrian friendly. Higher development densities are generally allowed at the intersection of transit corridors or at transit stops.





# APPENDIX B glossary of terms

**Transit-Oriented Development** – Development and land uses which support and encourage public transportation. Buildings may provide minimum areas for parking; ancillary support uses for transit, such as a waiting area or ticket purchase station; pedestrian friendly streetscape and street furniture; and multiple uses within a building.

**Transportation Modes** – Term used in reference to the various mechanisms that move people or goods. Transportation modes include automobiles, bicycles, transit, rail, barges, airplanes, pedestrian and others.

**Urban Core** - Area of dense development and activity in Kansas City, Missouri. The area generally from the Missouri River on the north, 75th Street on the South, the Kansas - Missouri state line on the west and the Blue River on the east.

**Zoning** – Mechanism through which cities regulate the location, size and use of properties and buildings. These regulations are designed to promote the health, safety, morals or general welfare of the community; to lessen congestion in streets; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements.

**Zoning Ordinance** – Chapter 80 of Kansas City's Code of Ordinances implementing zoning as a tool for regulating land use.





